

AGENDA

Meeting: **Cabinet**
Place: **Council Chamber - County Hall, Bythesea Road, Trowbridge, BA14 8JN**

Note - Arrangements are being made to live stream the meeting.

Please check the agenda the day before the meeting for the link.

Please see text in red below for details of what to expect if wishing to attend this meeting in person

Date: **Wednesday 21 July 2021**

Time: **10.00 am**

Please direct any enquiries on this Agenda to Stuart Figini, of Democratic Services, County Hall, Trowbridge, direct line 01225 718221 or email stuart.figini@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225)713114/713115.

All public reports referred to on this agenda are available on the Council's website at www.wiltshire.gov.uk

Membership:

Cllr Richard Clewer	Leader of the Council and Cabinet Member for MCI, Economic Development, Heritage, Arts, Tourism and Health & Wellbeing
Cllr Laura Mayes	Deputy Leader and Cabinet Member for Children's Services, Education and Skills
Cllr Jane Davies	Cabinet Member for Adult Social Care, SEND, Transition and Inclusion
Cllr Phil Alford	Cabinet Member for Housing, Strategic Assets and Asset Transfer
Cllr Ian Blair-Pilling	Cabinet Member for Leisure, Libraries, Governance, Facilities Management and Operational Assets
Cllr Nick Botterill	Cabinet Member for Development Management, Strategic Planning and Climate Change
Cllr Pauline Church	Cabinet Member for Finance & Procurement, Commissioning, IT, Digital and Commercialisation

Cllr Simon Jacobs

Cabinet Member for Public Health, Public Protection, Licensing, Staffing, Communities and Area Boards

Cllr Dr Mark McClelland

Cabinet Member for Transport, Waste, Street Scene and Flooding

Covid-19 safety precautions for public attendees

To ensure COVID-19 public health guidance is adhered to, a capacity limit for public attendance at this meeting will be in place.

You must contact the officer named on this agenda no later than 5pm on Monday 19 July if you wish to attend this meeting.

Places will be allocated on a first come first served basis.

To ensure safety at the meeting, all members of the public are expected to adhere to the following public health arrangements to ensure the safety of themselves and others:

- Do not attend if presenting symptoms of, or have recently tested positive for, COVID-19
- Follow one-way systems, signage and instruction
- Maintain social distancing
- Wear a face-mask (unless exempt)

Where it is not possible for you to attend due to reaching the safe capacity limit at the venue, alternative arrangements will be made, which may include your question/statement being submitted in writing.

This meeting will also be live streamed for all members of the public to watch online.

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Public Participation

Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this meeting.

For extended details on meeting procedure, submission and scope of questions and other matters, please consult [Part 4 of the council's constitution](#).

The full constitution can be found at [this link](#).

For assistance on these and other matters please contact the officer named above for details

Part I

Items to be considered while the meeting is open to the public

Key Decisions Matters defined as 'Key' Decisions and included in the Council's Forward Work Plan are shown as 

1 **Apologies**

2 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

3 **Leader's announcements**

4 **Public participation and Questions from Councillors**

The Council welcomes contributions from members of the public.

Please note that as this is an extraordinary meeting of Cabinet only statements and questions relating to items 5 and 6 below will be accepted.

This meeting is open to the public, who may ask a question or make a statement. Questions may also be asked by members of the Council.

Written notice of questions or statements should be given to Stuart Figini of Democratic Services stuart.figini@wiltshire.gov.uk 01225 718221 by 12.00 noon on 15 July 2021. Anyone wishing to ask a question or make a statement should contact the officer named above.

5 **Special Educational Needs and Inclusion Funding** (*Pages 7 - 30*)

 Report of the Chief Executive

6 **Future Chippenham** (*Pages 31 - 2750*)

 Report of the Chief Executive

7 **Urgent Items**

Any other items of business, which the Leader agrees to consider as a matter of urgency.

Part II

Items during consideration of which it is recommended that the public should be excluded because of the likelihood that exempt information would be disclosed

8 **Exclusion of the Press and Public**

This is to give further notice in accordance with paragraph 5 (4) and 5 (5) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 of the intention to take the following item in private.

To consider passing the following resolution:

To agree that in accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public from the meeting for the business specified in Item Number 9 because it is likely that if members of the public were present there would be disclosure to them of exempt information as defined in paragraph 3 of Part I of Schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public.

Reason for taking item in private:

Paragraph 3 - information relating to the financial or business affairs of any particular person (including the authority holding that information).

9 **Future Chippenham** (*Pages 2751 - 2758*)



Report of the Chief Executive

Wiltshire Council

Cabinet

21 July 2021

Subject: Special Educational Needs and Inclusion Funding

Cabinet Member: Cllr Jane Davies, Cabinet Member for Adults Social Care, SEND, Transition and Inclusion; and Cllr Laura Mayes, Deputy Leader and Cabinet Member for Children's Services, Education and Skills

Key Decision: Key

Executive Summary

The current and future demand pressure in services relating to Special Educational Needs and Disability (SEND) is evident both nationally and locally. We need to ensure that we are able to undertake our statutory obligations in a way which is both legally compliant and meets the needs of Wiltshire families. If this is not undertaken efficiently and effectively, it can lead to families reporting not having received a supportive service from the council. It can also result in reputational damage through the publication of LA level data in relation to statutory performance and through the OFSTED/CQC inspection framework. One key issue we need to address is the capacity within SEND and Inclusion (SEND&I). Of significance too is the support needed within the early years sector to support SENCOs within settings to identify and support pre-school aged learners with SEND, leading to effective transitions to school. Efficient place planning is also required to ensure that there is an adequate supply of school places for learners with SEND, including within resource base and enhanced learning support provision.

Proposal(s)

That Cabinet approve an additional £0.861M draw down from the latent demand reserve to fund the required part year investment in 21-22, rising to a total £1.742M in 2022-23 to increase capacity within SEND and Inclusion Services which can be included in the Medium Term Financial Strategy planning.

Reason for Proposal(s)

There are two benefits from the proposed investment.

We need to ensure fit for purpose, efficient, quality sustainable, future proof and secure service across SEND&I to deliver the SEND and Inclusion Strategy, to provide an effective service for families and to achieve a positive outcome at the next Ofsted and CQC Local Area inspection. In addition, there is a significant amount of work to be carried out in the High Needs block recovery plan to aid demand management and reduce the burden on the local authority to cashflow the DSG deficit reserve.

These can only be achieved by increasing the number of workers within the statutory SEND team and associated posts across the SEND&I service to ensure caseloads are at a sustainable level and preventative services increase so we can manage the increase in service demand seen since the implementation of the children and families act (part 3) in 2014. A robust and effective place planning mechanism for SEND places, both in special schools and in resource base and enhanced learning provision is required to ensure that there are sufficient places for learners with SEND and that future planning is undertaken to inform this.

This proposal essentially ensures the Local Authority have the requisite capacity within key statutory and preventative services to deliver on new requests for involvement and to ensure that families who are already known to us receive a service which is timely and compliant.

Terence Herbert
Chief Executive

Wiltshire Council

Cabinet

21 July 2021 21 July 2021

Subject: Special Educational Needs and Inclusion Funding

Cabinet Member: Cllr Jane Davies, Cabinet Member for Adults Social Care, SEND, Transition and Inclusion; and Cllr Laura Mayes, Deputy Leader and Cabinet Member for Children's Services, Education and Skills

Key Decision: Key

Purpose of Report

1. The purpose of this report is to present current risks and mitigations.

The outcome sought is to avoid the following

- Legal Challenge from parents/carers relating to non-compliance with statutory timeframes
- A poor CQC/OFSTED inspection outcome
- Late assessment and support for C&YP with additional needs, including within early years settings
- Lack of ability to challenge and control the high needs block expenditure, including placements required outside of our own schools and settings
- Challenges in retaining a skilled and experienced workforce
- DfE Intervention on the HNB management plan (recovery plan)

In order to mitigate against this, an additional £1.742M annual investment in Special Educational Needs and Inclusion (SEND&I) services is required. Timely investment, with a part year cost increase of £0.861M for 2021-22 will allow posts to be recruited to from September 2021.

Relevance to the Council's Business Plan

2. A key priority in the Wiltshire Business Plan 2017-2027 is protecting the vulnerable. Each element of this priority – early intervention; joined up health and care and empowering and safeguarding has resonance with the work of the SEND&I teams and services. These principles are evident within the SEND Code of Practice (2014) and are central to the Children and Families Act which requires local authorities to ensure that services are effectively jointly commissioned and delivered across education, health and social care teams.

Wiltshire's SEND and Inclusion Strategy (2020-2023) which was co-produced with Wiltshire families further aligns to the wider council priority regarding vulnerable communities.

Background

3. The background to this proposal is the imbalance between the current demand levels within the SEND&I service and the staffing available to support this. The number of Education Health and Care Plans (EHCPs) has more than doubled in Wiltshire since 2015. This has resulted in significant service pressure to complete statutory assessments of SEND within the 20 weeks laid out in statute for this process to be undertaken. It has also resulted in challenges in undertaking key elements of review for existing EHCPs, including attendance and input to the annual review process and a timely response to amendments or changes to EHCPs which are required following these meetings. This has also put significant financial pressure on the Council leading to significant unsustainable on going overspends on the High Needs Budget (HNB) of the Dedicated Schools Grant (DSG). Whilst there are many activities and workstreams in place to understand and support the demand in this area, including intervention at the earliest stage for learners there is little indication that there will be a marked decrease in demand within Wiltshire in the near future.

The early years team are experiencing a marked increase in the number of children within early years presenting with additional needs in pre-schools, nurseries and childminding settings. Many of these pre-school aged children are struggling with early communication, behaviour, anxiety and self-regulation. Some of the behaviours that are being seen in Wiltshire early years settings are quite extreme and settings are needing intensive support to manage the needs of both the children and families.

SEND and Inclusion Strategy

4. The SEND and Inclusion Strategy 2020-2023 was co-produced with parents/carers, children and young people, voluntary sector groups, Wiltshire Parent Carer Council (WPCC) and professionals from across partnership organisations that work with people with SEND.

The vision is to work together to create an environment where:

“All children and young people with SEND and their families will have a voice that is heard. They will know how to access, and be able to access the joined-up support they need to thrive in their communities, to enjoy life and reach their full potential”

The strategy has 6 priorities:

1. Developing holistic plans with children and young people

2. Inclusion and removing exclusion in education
3. Inclusion and wellbeing in the community
4. Improving the range and quality of provision
5. Progress and attainment
6. Well planned transitions

The strategy drives the SEND and Inclusion work and the work to address the High Needs budget deficit. There is a strategy implementation plan, progress against this plan is reported on at the SEND Board. The High Needs plan is extensive and encompasses the development of a system of excellence:

- Early Intervention
 - **Health and education liaison meetings (HELM)** – providing enhanced early intervention and support for early years settings without the need for an EHCP to be in place
 - **Dyslexia friendly schools**- upskilling schools to achieve the national dyslexia quality mark to better meet needs within mainstream schools
 - **School Effectiveness and SEND & I work**- Bringing together schools, school effectiveness, inclusion services and SEND through a range of collaborative projects including Ordinarily available provision (OAP) and Team around the School.
- Statutory processes
 - **Transitions and pathway for adulthood**- championing increased independence, enabling young people to live, work and be active contributors in their community, making the best use of their own and other available resources and opportunities
 - **SEND assessment and EHCP process**- reviewing current panel processes and improving the system to ensure advice and support is timely. Secure appropriate funding from partners
 - **Alternative provision**- Develop/commission provision for EHCP students requiring AP and reducing reliance on costly out of county independent provision
- Quality assurance and monitoring
 - **Resource bases (RB) and Enhanced Learning Provision (ELP)**- re-evaluating and redeveloping, use and allocation of ELP and RB provision to better meet needs
 - **Review of Independent Special Settings** – ensuring appropriate funding from partners, agree specified outcomes and duration of placements, manage age phased transfers, identify and address gaps in the market and systematically review placements and exit plan.

These projects have been impacted by the pandemic. Co-production and collaborative work have been limited and some timescales have had to be extended. Regular progress reports are presented at the Schools' Forum

Statutory SEN Service

5. The increase in demand means that SEND Lead Workers (SLWs) hold an ever rising and very high number of cases with SLW caseloads having doubled since 2015. This has become unsustainable, and means officers are unable to attend annual review meetings when this is required and make sure that the current support packages remain appropriate. This also reduces the time available for SLWs to communicate with families and schools. The ability to challenge schools to encourage learners to be more independent where possible not only reduces cost but facilitates transition into adulthood.

The increase in demand has an impact on other statutory and preventative services within SEND&I, The Educational Psychology Service (EPS) are required to undertake a psychological assessment and write a report as part of each statutory assessment initiated. The demand impacts upon the EPS' capacity to support schools outside of the EHC Needs Assessment (EHCNA) process and work preventatively or with a focus upon early intervention. The demand also results in limiting the range and scope of the EPS' traded offer to schools and other partners.

An increase in demand is also evident for teams who are not required to contribute to the statutory assessment process such as the specialist SEN teams (SSENs). This is a small team of advisory teachers. In the academic year 2019/20 they received over 1000 requests for involvement from Wiltshire schools and settings where concerns were expressed about learning progress and/or behavioural presentation.

Early Years Service

6. The early years team are expecting the number of children that will need support in a mainstream setting to continue to increase into next year. The EYIOs are also being asked to help in schools where children are transitioning into a reception class at a much lower developmental stage than expected and may have had limited support from other professionals/agencies before they have transitioned.

At this point in the year the service has 539 cases open, in over 170 settings. In 2019 (the last time we had data) by the end of the year there had been a total of 340 referrals and by the end of the year only 252 remaining open. This is a significant increase.

A steep increase is being seen in the number of referrals coming in as more children return to their early years setting following lockdown and

practitioners are able to identify their needs. Between January – March 2021 59 new referrals for support were received. From April – June 2021 a further 133 referrals were made.

SEND&I – building a high-quality service

7. There are many positive attributes associated with our current SEND&I service and positive developments which have taken place.

With flexible use of capital receipts funding, the Educational Psychology Service has developed the role of Senior Educational Psychologist (SEP). This enables the service to have a clear management structure which allows for the development and implementation of quality assurance and team development processes within the service as well as increasing the service's ability to take an active role in panels which make key decisions such as SEND panel. The service are also able to take an increasing role in reviewing the progress of learners placed in settings outside of Wiltshire. At a national level, EPs are a challenging practitioner group to recruit and retain. The creation of the senior role means career pathways and the ability to recruit newly qualified staff to further develop and effectively supervise.

Using the same funding, the statutory SEN team has had some additional management positions created which will enable increased oversight and drive in relation to the timeliness and compliance of EHCPs and associated processes. In addition, additional SEND Lead worker roles and an administration post have been made available with an end date of 31/3/22, funded through FACT monies, to enable some notable areas of delay to be supported, including the 'backlog' of annual reviews which has built up over time.

The teams which make up SEND&I have a clear and unwavering focus upon positive outcomes for the children, young people and families who they support in Wiltshire. The desire to 'get it right' is tempered with on-going concerns relating to increases in demand and volumes of work within the area.

Main Considerations for the Council

8. The council's business plan places positive outcomes for children, young people and their families at its centre and this reflects the commitment within Wiltshire to support its residents from the start of life and throughout their life course.

The Families and Children's Transformation (FACT) Programme has been designed to take a whole-system approach with partners, staff, children, young people and their families to both streamline and improve the way we work whilst promoting multi-agency integration and enabling

us to be more efficient in the delivery of our services and more effective at helping families and children achieve positive outcomes at the earliest point. Funding from FACT has been made available to SEND&I which has enabled some pilot schemes and transformational positive activity and fixed term recruitment to take place to assist in work to support learners with SEND and their families. This has included the secondment of an officer to work exclusively around Wiltshire learners who are placed in the independent specialist sector, additional support into the SEN service to assist with administration and support for new EHC assessments and annual reviews and supporting consultancy to undertake key projects relating to the SEN service and statutory delivery.

Whilst assistive to the work of the service and well received by team members and other partners, the funding is not designed nor able to facilitate permanent recruitment to support this area of work. Fixed term roles are not able to support the longer term and significant workload and capacity challenges experienced by the SEN service.

To provide long term support for young people with SEND and their families we require a permanent increase to establishment numbers to be able to manage the demand that we are experiencing and to be able to provide adequate early intervention support.

Workforce

9. In order to manage demand for EHCP requests and to support the ongoing management and review processes for existing EHCPs additional capacity within the SEND&I workforce is required.

We have a statutory duty to undertake EHCNA (needs assessment) within a 20 week timeframe and our EHCPs are open to scrutiny and challenge through the Special Educational Needs and Disability Tribunal (SENDIST) appeal process. An annual review must be undertaken of each EHCP and amendments made accordingly to EHCPs.

An annual data census is requested by the DfE in relation to this (SEN2) and national data is published in relation to performance, with one area being the number of EHCPs issued within the 20 week timeframe.

Wiltshire is in a more favourable position than other Local Authorities in terms of vacancies within key services such as the statutory SEN team and the Educational Psychology Service (EPS). In Wiltshire, there are currently no vacancies in either team whereas in February 2021 from a data return from 85% of Local Authorities, 49% reported a reduced SEND caseworker capacity and 66% reduced Educational Psychologist capacity (Source: DfE Covid-19 LA SEND Service Survey - Wave 5 Results). Anecdotally, both Wiltshire services report that officers in these teams enjoy working for Wiltshire Council and staffing information

indicates a favourable level of staff retention in addition to successful recruitment to advertised roles.

Whilst recruitment and retention to both the SEN service and the EPS is very positive, the establishment numbers of both services have not maintained pace with the EHCP demand experienced in Wiltshire.

The table below shows the number of requests for assessment in Wiltshire

Table 1	2016	2017	2018	2019	2020 (Schools closed to most pupils)	2021 to date
Total Requests for assessment in Wiltshire	503	505	690	722	588	425*

*figure as at 25/6/21

Requests for assessment can be made by parent/carers, schools and settings and other professionals. The consideration which needs to be made when a request is considered is set out in the law (section 36(8) of the Children and Families Act 2014). It is essentially a two-part test:

- whether the child or young person has or may have special educational needs (“SEN”); and
- whether they may need special educational provision to be made through an EHC plan.

If the answer to both of these questions is yes, then the LA must carry out an EHC needs assessment. Whilst the Code of Practice details what support it would expect to have been put into place by a school or setting and reviewed before a request for an EHCP is made, a request cannot be refused if this has not been undertaken. The legal threshold for assessment is considered to be low; if the supporting information is not clear or indicates that the young person has not made good educational progress then that can be indicative of SEN and therefore an assessment should be initiated.

The table below shows the number of EHCPs in Wiltshire since 2015:

Table 2	2015	2016	2017	2018	2019	2020	2021
Total statements and EHCPs combined in Wiltshire	1992	2342	2733	2982	3349	3784	4142

Number of SLWs	25	25	25	25	25	25	25
Average Caseload	80	94	109	119	134	151	166
Number of EPs	13.42	13.42	13.42	13.42	13.42	13.42	17

This illustrates a percentage increase of 108% between 2015 and 2021. The growth in EHCPs in Wiltshire is in excess of that seen nationally over the same time period, 81.64% and across the south west region, 94.82%.

The significant demand places pressure on services to 'front load' capacity to the new requests for EHCPs, diverting resource and capacity away from work which focuses upon early intervention and prevention. This results in support services such as the EPS utilising a significant amount of its time and resource in reactive, statutory driven tasks and processes rather than being able to provide support and intervention at an early stage and in order to prevent difficulties increasing. The lack of visibility of services such as the EPS, due to its statutory workload, can in turn further drive upwards the request for an EHC needs assessment as there is a view held by families and schools that this is the only mechanism to facilitate the involvement of an EP.

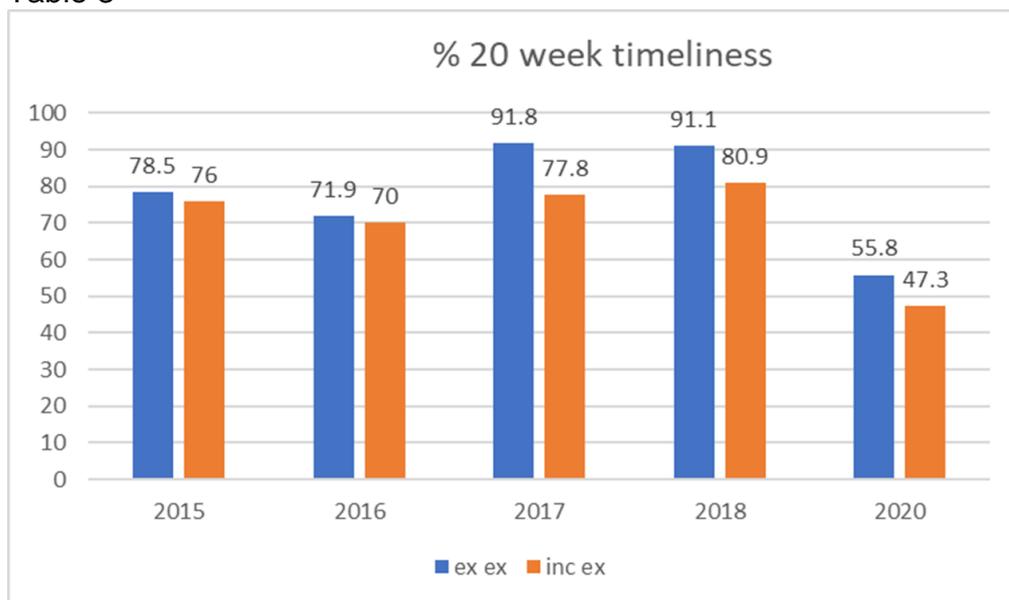
FACT Transformation Staffing (Flexible Use of Capital Receipts funded)

10. SEN & Inclusion has been a major FACT workstream since 2019 and temporary funds used to pilot new schemes. The number of SEND Lead workers had remained at 25fte since 2015. Within the EPS, fte had decreased from 20.4 in 2008/9 to 13.4 in 2019/20. The SEN & inclusion workstreams of the FACT programme have funded the recruitment of 3.68fte SLWs officers and 2.5fte temporary Senior EPs to support and pilot. This funding is not available after this financial year and therefore permanent investment is required to exploit the long-term success of the inclusion workstream.

The numbers of SEND LWs and EPs result in high caseloads for both services, with SEND LWs having a caseload which has doubled in the six years following the introduction of the 2014 Children & Families Act. The EPS estimates that a high proportion of its available time is taken up with undertaking EHC needs assessments. This means that less EP time is available for both preventative and traded services. This pressure also results in a lack of EP resource to support the provision of updated information for annual reviews of EHCPs and to support effectively the oversight and quality assurance of settings outside of Wiltshire where young people with EHCPs are placed.

The result of the demand within Wiltshire and the maintenance of historical establishment numbers is the timeliness and compliance of the EHCP process in the LA. This can be seen in the graph below:

Table 3



The graph shows 20 week timeliness as a percentage for new EHC needs assessments with the blue bars showing the percentage excluding cases where an exception to the timeframe was allowable (as defined in the code of practice) and the orange bars the percentage when these cases are included.

Data collected and collated by the DfE indicates that in 2020 Wiltshire's 20 week timeliness was broadly in line with national and regional performance; the national figure was 58% of EHCPs issued within 20 weeks; the figure in the South West region was 51.4% and Wiltshire's figure was 56.6%.

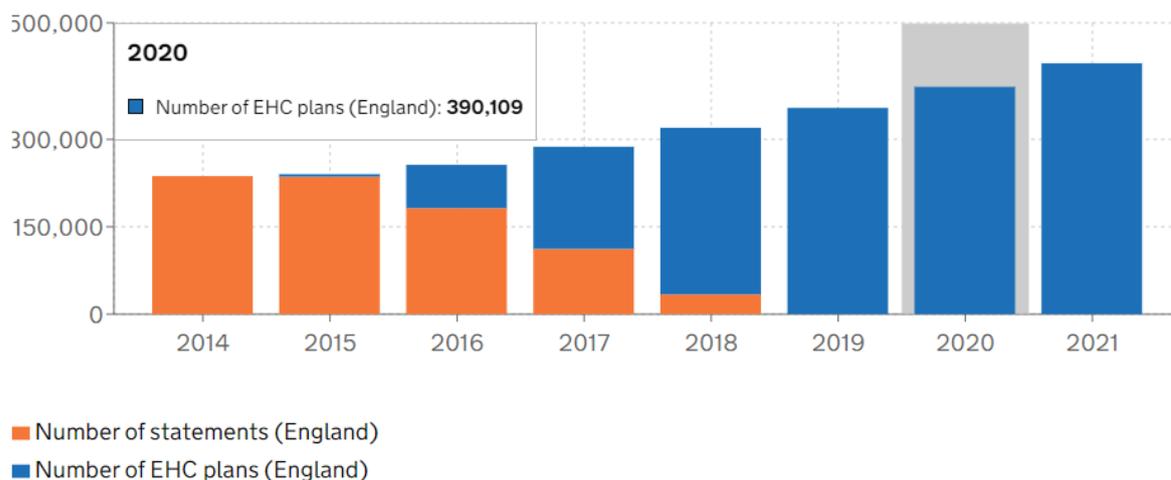
In previous years, the 20 week completion figure in Wiltshire was higher, at 84% in 2019 and 91% in 2018, indicating a decline in 20 week timeliness. Whilst timeliness is carefully and regularly monitored within the SEN team the volume of new requests for assessment, alongside the ongoing need to review and amend existing EHCPs means that 20 week timeliness continues to be a significant concern. Of greatest concern is the impact of delays in this area upon Wiltshire families. Work undertaken recently with Wiltshire Parent Carer Council in relation to the EHC needs assessment process indicated that parent carers can experience the statutory assessment process as being long and arduous and the perception that they need to 'fight' for the issue of an EHCP is reinforced by delays in the process.

Demand for SEND services nationally

11. The number of Education, Health and Care Plans has increased annually since 2010. In January 2021 there were 430 697 EHCPs which represents a 10% from the previous year.

The number of new EHCPs issued nationally in 2020 was 60 097 which is an increase of 11% from 2019.

Number of EHC plans and statements of SEN, 2014 to 2021



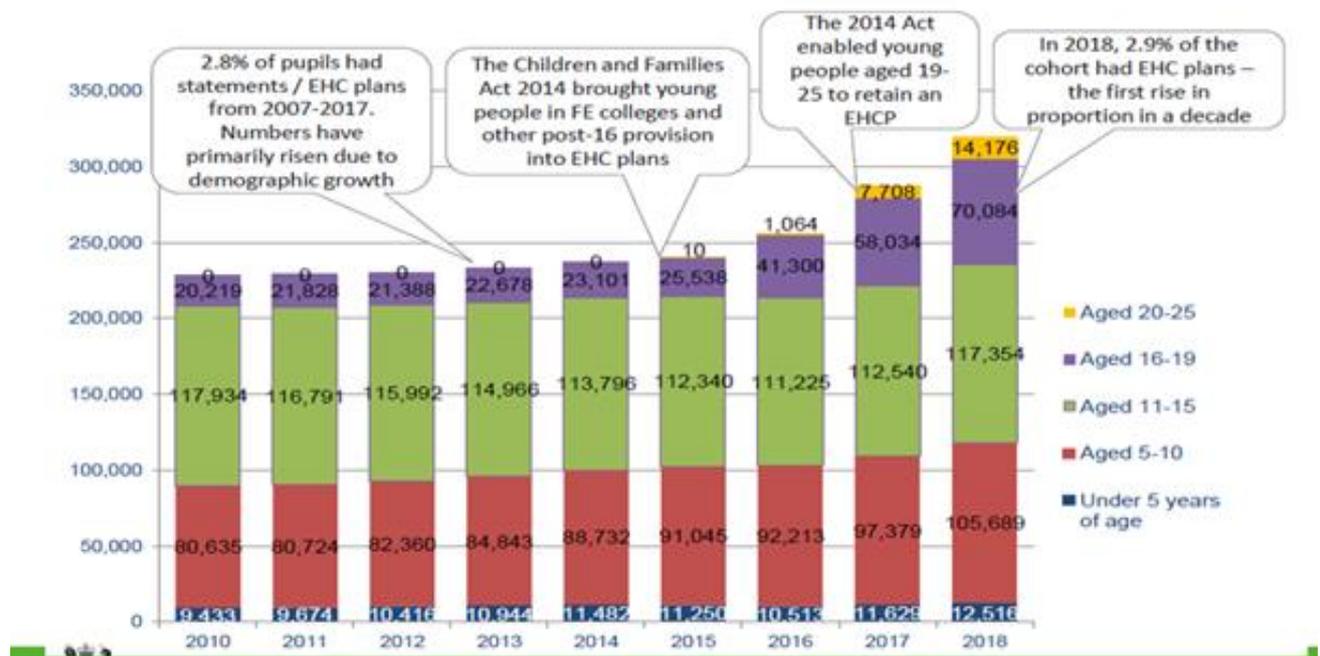
Source: SEN2

Impact of SEN Reforms

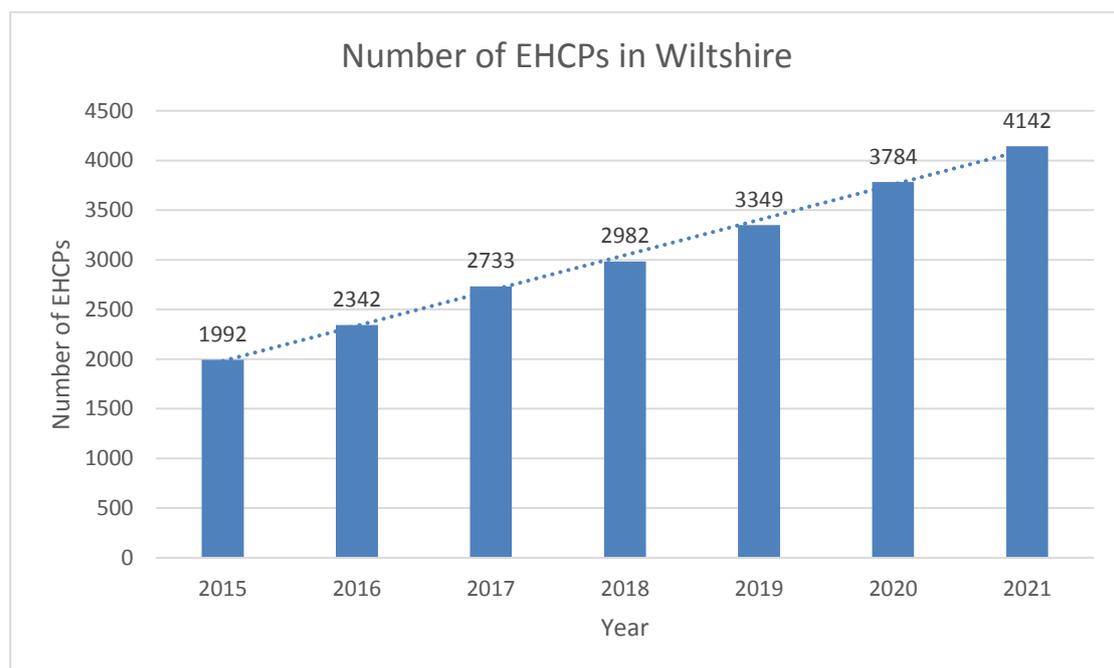
12. The reforms in 2014 included the inclusion of an increased age range, up to 25 for which an EHCP can remain in place. Nationally, in 2015 there were 10 young people with a statement of SEN or an EHCP in this age range and 1064 nationally in 2016. SEN2 data published in 2021 indicates that this figure is now 29532 young people, accounting for 6.9% of all EHCPs. In Wiltshire, we currently maintain 104 EHCPs for young people in this age category. We have a significant number of young people (720) who are currently in the 16-19 age range with an EHCP in Wiltshire, many of whom will continue to have their plan as they move into this age category meaning that the number captured in this age group will continue to grow.

The increase in requests for assessment, the number of EHCPs being issued and the increased age range covered by the relevant legislation have all contributed to the increased workload of the teams detailed above. Whilst emphasis is often placed on the capacity required to undertake initial assessments as part of the EHC needs assessment process, of equal importance is the capacity to provide ongoing, high quality and timely support to children and young people with an EHCP and their families.

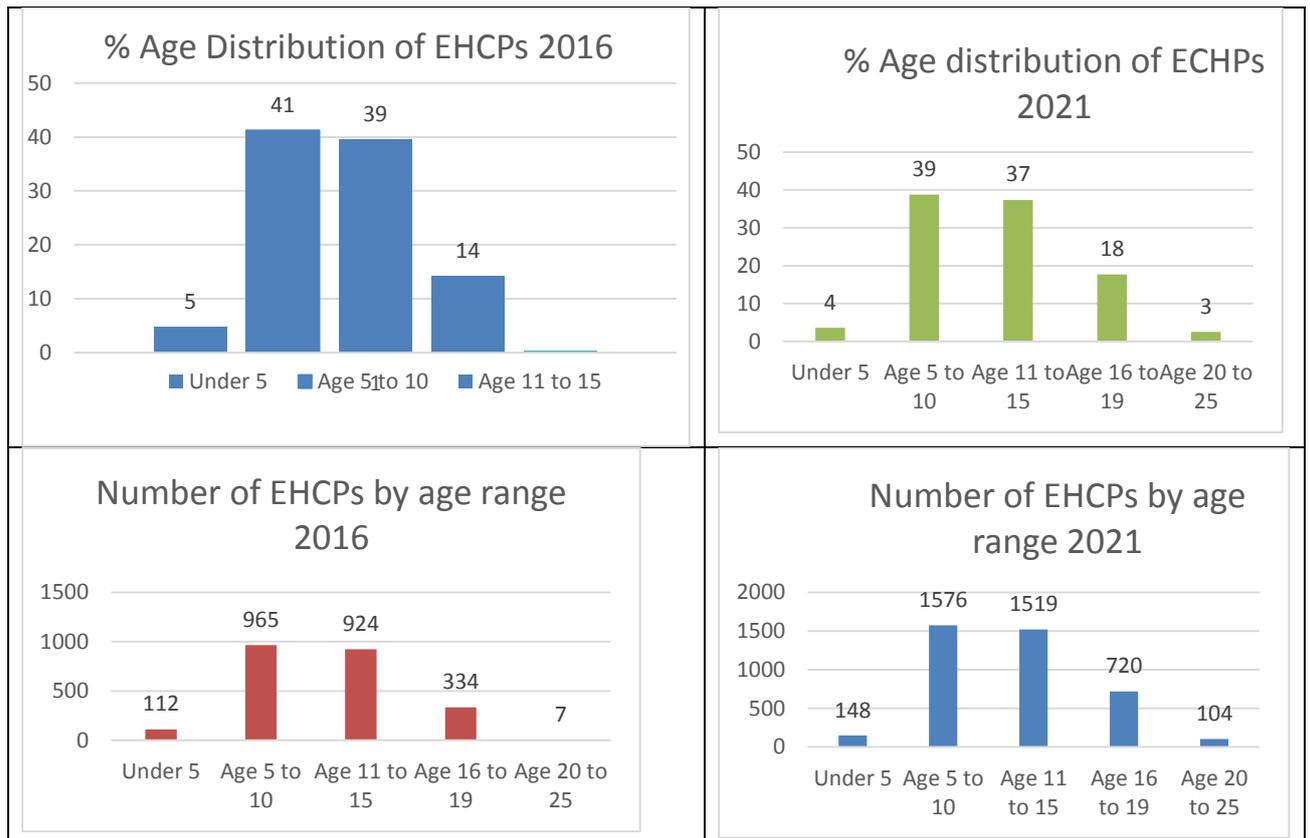
The DfE produced this graph showing the national impact of the 2014 Act:



Over a similar time period, Wiltshire's total number of EHCPs is shown below:



The table below illustrate the change in the age distribution of EHCPs over the 5 years



Request/proposal

13. In order to manage the increase in demand for new EHC needs assessments and to provide high quality and timely support for young people with an existing EHCP an increase to the existing workforce is required.

Additional positions are required for the SEN team. It is proposed that **12 additional SEND Lead Worker** posts are created, adding additional capacity across each of the four area teams. To provide the management and oversight of the additional SEND Lead Workers it is proposed that an additional **2 Senior Send Lead Workers** are created.

The role of SEND caseworker has recently been created within the SEN team and additional resource here would support the processing of annual reviews as well as the organisation of decision-making panels. It is proposed that an additional **2 full time positions** are created to enable a caseworker to be available to support each of the four area teams.

Additional posts are required within the Educational Psychology (EP) service. The newly created Senior EP roles have enabled greater oversight and scrutiny of the work of the team. There are 4 FACT funded

roles currently. It is proposed that these are **permanently funded** and an additional **1.5fte Senior EP positions** are created to add greater management capacity to this service. It is proposed that an additional **6 main grade EP** positions are created to support the increase in demand for EHCPs and to enable a more timely and targeted review process for young people at key points of transition.

Consultancy support has enabled progress to be made in a range of areas this academic year including an overview of the SLA in place between Wiltshire Council and Resource Bases and Enhanced Learning Provisions and the development over a seven month period of the process and pathway associated with Education, Health and Care Needs Assessments. It is proposed that **£30,000** is provided as part of the base budget for SEND&I to enable consultancy to be funded for key elements of development work relating to SEND.

A seconded post has added valuable oversight and scrutiny of placements made in the Independent non-maintained school sector, including the identification of opportunities when it is possible to return young people to education settings more locally. This is a time limited post. This work is on-going and it is proposed that this is made a **permanent 1fte position**.

SEND Place Planning

Additional capacity is required to support SEND place planning. It is proposed that **1fte programme lead post** is created for this which will work across commissioning and SEND&I. This post will ensure that accurate and timely data is collected and analysed to inform the planning of SEND school places, including where these are required within resource base and enhanced learning provision settings. This will reduce the potential for more costly placements needing to be made in the event of capacity not being available within our own schools and settings.

Legal evaluation & quality role

To enable sufficient preparation and challenge for mediation and tribunal, a new post is required to represent the Council and present the case recommendation.

Additional Early Years Inclusion Officer (EYIO) Support for Early Years

To employ an additional **4 EYIOs for the early years team**. The EYIOs offer direct, individual, child-level support for children identified with SEN or awaiting a needs assessment in Early Years; this includes strategising, offering advice and techniques, providing guidance on funding and signposting to partner agencies. They also support with behaviour issues which have been exacerbated in our Early Years

children as a result of the pandemic. Additional headcount would help to reduce the workload for the current EYIOs and mean that they can spend more time supporting the children that are on their caseload so that they get the best possible chance of success in their early years and as they move into school. This would help us to offer more intensive support to individual settings and children as well as have the time to roll out our training programme which will help to upskill SENCO's making capacity for the future within our settings.

These would be regional posts and would be based in the north, south, east and west of the county.

Overview and Scrutiny Engagement

14. The Director of Education and Skills has consulted with Lead Member for Children and the Lead Member for Adults (SEND and Inclusion) regarding these proposals.

Safeguarding Implications

15. The recruitment and retention of appropriately qualified and experienced practitioners supports the safeguarding of vulnerable children and young people with SEND. Practitioners within SEND&I work closely, where appropriate with colleagues from social care teams including where there are safeguarding concerns.

Public Health Implications

16. The effective identification and support of SEND through the statutory assessment process supports health and wellbeing for Wiltshire families.

Procurement Implications

17. There are no procurement implications. Recruitment to the positions detailed above would follow the usual recruitment processes in Wiltshire.

Equalities Impact of the Proposal

18. Additional capacity to support children and young people with SEND in Wiltshire will assist in reducing inequalities for this group.

Environmental and Climate Change Considerations

19. There are no environmental and climate change considerations as a result of the agreed proposals.

Risks that may arise if the proposed decision is not taken

20. The risk associated with not proceeding with this proposal relates to Wiltshire Council's ability to meet its statutory obligations in relation to SEND assessment processes.

If Wiltshire Council does not have sufficient workforce in its SEN and EP teams then this impacts upon its ability to:

- Manage the number of requests for EHCPs being received
- Put in place support mechanisms for schools and settings which could reduce the rate of requests
- Undertake timely assessments
- Issue good quality EHCPs
- Review EHCPs in a timely way, including making amendments where this is required
- Undertake person centred reviews at key points of transition
- Offer families the support and contact that they need, in the way which works best for them
- Have oversight and undertake QA for young people placed outside of Wiltshire schools and settings

If Wiltshire Council does not have sufficient workforce in SEND place planning, then this impacts upon its ability to:

- a. Effectively utilise population data and other information to produce longer term projections of need for SEND places within Wiltshire
- b. Support the age phase transfer process of learners from early years into school and year 6 into year 7
- c. Ensure that sufficient school and setting places are available for learners with EHCPs, resulting in more costly solutions needing to be sourced and resourced from the HNB

If Wiltshire Council does not have sufficient workforce in its early years team then this impacts upon its ability to:

1. Support early years settings to identify and support learners with SEND
2. Support early years settings to develop their understanding and practice in relation to SEND, for example through the provision of training and whole setting support
3. Supporting effective transitions of early years children to school where the receiving school has all the information and support it needs to prepare and plan for the admission of the learners with SEND

This results in a less than optimal experience for Wiltshire families. It can also result in reputational damage for Wiltshire Council; through complaints made by families but also by performance issues and

challenges being noted by the publication of local authority level performance data and through the OFSTED/CQC inspection cycle.

The 'Local Area' OFSTED/CQC inspections commenced in 2016, following the introduction of the children and families act with the aim of holding local areas to account and championing the rights of children and young people. The inspection does not result in a graded outcome, in contrast to the inspection outcomes seen following inspections in schools and other LA services. Local areas can however be issued with a 'written statement of action' following the inspection which details concerns held by the inspection team about the ability of the area to identify, assess and support children and young people with SEND. Where a statement of action has been issued, Local Authorities have further monitoring visits from OFSTED/CQC and letters detailing progress or continuing challenge are published alongside the inspection report.

Wiltshire had a local area OFSTED/CQC inspection in 2018 which was favourable. A further inspection is very likely to be undertaken in the next 2 years. It is possible that the outcome of this will be for a written statement of action to be issued which will then require regular monitoring visits from OFSTED to be made to gauge progress in the areas identified.

OFSTED/CQC inspections which have been published in the last two years and have resulted in a written statement of action for the local area highlight the challenges these local areas have experienced in relation to many of the areas outlined above. For example, the variable quality of EHCPs is mentioned in a number of OFSTED/CQC reports including Bedford, Birmingham, Devon, Kent, Norfolk and Shropshire. Timeliness of the EHC assessment process, and associated elements of practice including the annual review process is also referred to in these reports, as are the challenges relating to the capacity of Educational Psychology services.

Risks that may arise of the proposed decision is taken and actions that will be taken to manage these risks

21. The risk associated with the proposed decision being taken relates to the financial implication of the recruitment associated with it. Careful and ongoing management of this additional spend will need to be in place.

Financial Implications

22. It is important for Cabinet to understand the significant increase in demand for SEND & Inclusion services both nationally and locally and

the extreme pressure on the public purse as a result. It is imperative that we have a fit for purpose service but also that we are in a position to ensure that spending aligns to outcomes for children and therefore provides value for money. The 2019-20 to 21-22 FACT funded programmes including temporary staff increases have helped us to understand the benefit in continuing investment and ensuring future success.

23. The request straddles two financial years. Year 1 From September 2021 to March 2022 with a part year investment of £0.861M – Year 2- 12-month costs estimated at £1.742M.

Summary - SEND Investment	FTE	21-22 Average Cost per FTE incl on costs (30%) £M	Travel £M	TOTAL @ 21-22 Prices £M	Impact on 21-22 Financial Year September 21 to March 22 £M	Full Year Impact 22-23 £M
SEN Professionals	35.50	£0.047	£0.041	£1.708	£0.861	£1.742

Funding the Investment

24. Schools and early years settings are reporting that children are impacted by COVID, either developmentally, academically or in their emotional mental health needs. Wiltshire Parent Carer Council (WPCC) have reported increased calls on the support and signposting services they provide due to concerns around learners' schooling or, return to school as a direct result of the pandemic. Those EHCP learners who have not been in school are struggling to return without transitional support and those who have been in school often thriving in much smaller groups are struggling with the return of the whole school. Advice, guidance and support from the educational psychology service can prevent escalation at school level avoiding exclusion and referral into specialist services.

25. Following the setting of the budget in February 2021 officers are now undertaking a base review of the Councils budget based on the assumptions and metrics available at that time to set the budget. The outcome of that review will be presented to Cabinet in September and will update the current 2021/22 financial year and the future MTFS. At this stage it is therefore proposed in this report that the 21-22 part year cost be approved in principle as a drawdown of the latent demand reserve, which is then confirmed in the quarter one budget monitoring following the Council wide review. The amount held in the reserve is £7.895M.

A recent report from OFSTED highlights the particular challenges faced by children and young people with SEND as a result of the COVID pandemic:

It is evident that children and young people with SEND are now even more vulnerable than they were before. Missing out on education – in some cases, missing vast amounts – means that these children and young people will be further behind their peers. Missed support for physical health, communication needs and mental health has had a seriously detrimental, and in some cases potentially permanent, impact

SEND: old issues, new issues, next steps (June 2021)

The Council is currently refreshing the medium term financial plan for 2022-23 onwards and the full year cost pressure has been captured and included as part of this update which Cabinet will consider in the Autumn.

High Needs Budget Impact (DSG)

26. The direct cost benefit is to the high needs block of the dedicated schools block. The investment is part of a larger strategic response to the High Needs Block Recovery Plan which is managed and monitored through Schools Forum. The recovery plan details activity in the areas of early intervention and prevention, statutory processes and quality assurance and monitoring. This is in acknowledgement of the need to ensure that support is available from the earliest point for families, for example our early years learners and also that our systems and processes require a process of scrutiny and review to ensure that they are of sufficient quality.

Whilst this does not directly impact on local authority budgets, the legal framework is clear when support should be provided and so opportunities to push back on increased requests are limited without sufficient levels of professional scrutiny and the ability to offer alternatives.

SEN Transport Budget (Local Authority)

27. There is a direct implication on the Council's SEN school transport budget. Many EHCP learners are entitled to school transport and even though fewer than 40% take up the entitlement, the annual revenue budget for 21-22 is £12.975M. This budget is based on estimates of current EHCP learners accessing school transport. The more children who are able to access learning in their local community will have a positive impact on both travelling time for children and the cost where parents and carers take up the transport offer. Any demand increase is not anticipated to be extraordinary and will be estimated and taken into

account of in the MTFS in the usual manner. The impact will be presented to Cabinet in September and will update the current 2021/22 financial year and the future MTFS.

Indirect Cost Benefits

28. The indirect benefits of the investment are reduced risk of tribunal and challenge from parents.

Cost Avoidance

29. The avoided cost of a poor Ofsted Inspection, reputational damage and negative publicity could be significant as parental choice may mean many more parents push for more specialist independent education. In addition, where these are subject to legal appeal these cases take up much officer time with little possibility of a ruling in favour of the local authority.

Whole Life Pathway

30. As older young people prepare for transition to adulthood, it is important they are supported to live their best lives where they are as empowered and independent as possible. Planning for this pathway is critical to ensure young people with SEND needs have fulfilling lives. Decisions made in transition care planning have long term financial impact in the adult services and therefore it is imperative to provide the right level of support at transition.

Deficit DSG Reserve

31. The cumulative overspend in the dedicated schools grant is held and cash-flowed by the local authority. The current guidance ringfences the reserve and prevents local authorities from contributing to the deficit however, this does not extend beyond 2022-23 financial year and could be subject to change.
32. At the end of the 2020-21 financial year, the deficit was £18.717M. This is a similar position that other local authorities are facing. The DfE are aware of the funding pressures on local authorities and are being both supportive and challenging. The issue remains that local need, creates demand in the SEN system and under current legislative guidance, the level of funding does not cover demand for the majority of local authorities. Lobbying for additional funding at national level continues, recently through the f40 and Society of County Treasurers. The long awaited DfE SEN Review (anticipated this summer) may provide further guidance.
33. In setting the risk assumptions in the 2021/22 budget, no risk was associated or attributed to dealing with the DSG deficit in terms of the Councils General Fund Reserve balance. In addition to the

uncertainty outlined around changes to Councils contributing to deficits, Government (DFE) has also recently issued bailouts to Councils to assist in addressing deficits, which normally come in the form of debt arrangements.

34. There is therefore a heightened risk that the Council will need to find funds to address the deficit as well as having plans, as set out in this report, to invest to actively address the deficit going forward. In setting the 2022/23 budget the risk associated with the DSG deficit will be recognised and will increase significantly the level being advised to be held in the Councils General fund reserve.

Legal Implications

35. There are no direct legal implications within this proposal. Any recruitment should follow our recruitment policies.

If this is not progressed there is a risk that the Council will not be able to meet its statutory obligations to undertake assessments of SEND according to the SEND regulations and is likely to result in increased challenges and reputational damage and therefore increased costs in time and resources in managing those issues. .

Workforce Implications

36. The recruitment aligns with the aims of the SEN Strategy and the High Needs Block recovery plan.

The proposals to increase headcount are likely to be achievable without additional spend on recruitment campaigns. Typically, we have recruited to these roles very easily.

Senior EPs have been filled through promotion of our existing EPs and recruitment of main grade EPs has previously been successful. Introducing additional Senior EPs adds to robust career pathways and progression opportunities for our existing staff and will also be a strong selling point when recruiting future main grade EPs.

Steps have already been taken to ensure that suitable management structures are in place to support a larger workforce.

One caveat is that recruitment can take some time, for example, with notice periods required of preferred candidates, so expectations need to be managed based on when we can expect to have this larger workforce in place.

Options Considered

37. Other mechanisms to support and develop the SEN and EP team have been put into place. This includes the development of Team Manager roles within the SEN service to have a greater oversight and scrutiny of team performance. The development of the Senior EP roles has also enabled additional capacity to be available within the service which is beneficial to Wiltshire families. The volume of demand however outweighs the capacity of these teams even when the additional capacity is in place.

Conclusions

38. The SEND&I service works to support young people, their families and education settings in Wiltshire. This proposal holds this at its centre- we wish to undertake our statutory duties efficiently and effectively and to be able to meet the needs identified through this process.

**Helean Hughes (Director - Education and Skills) Helean Hughes Director
Education and Skills**

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Date of report 29th June 2021

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Wiltshire Council

Cabinet

21 July 2021

Subject: Future Chippenham

Cabinet Member: Cllr Richard Clewer, Leader of the Council and Cabinet Member for MCI, Economic Development, Heritage, Arts, Tourism and Health & Wellbeing

Key Decision: Key

Executive Summary

The Future Chippenham programme was progressing in accordance with the approval given by Cabinet in October 2020 and the subsequent signing of the Grant Determination Agreement (GDA) for Housing Infrastructure Funding (HIF) with Homes England in December 2020.

On 29th June 2021, Cabinet agreed that further work be undertaken on the Local Plan review (LPR) in response to the consultation on key parts of the evidence base including testing the upper and lower levels and spatial distribution of the range of housing need for the plan period. This has potentially important consequences on the quantum and deliverability of both the road and housing proposed as part of the Future Chippenham programme that have been raised with Homes England.

A separate consultation by Future Chippenham on potential road route options took place between 15th January 2021 and 12th March 2021 and a preferred route has been identified. During this consultation important feedback was received and informed the recommended road route option. However, in addition it is acknowledged a large representation of responses were received objecting to the scheme on the grounds of quantum, transport issues, climate change and environmental issues.

There is a need for the Future Chippenham programme to respond in an appropriate way to the feedback received during its consultation on the road route options as well as to the Local Planning Authority's consultation on the Local Plan review and the obligations under the GDA.

The benefits of both the funding and the ability to deliver infrastructure led development are clear and remain an important consideration to deliver housing within the county and provide a stimulus for growth and regeneration for our communities within Wiltshire.

The Council leadership requested further consideration be given to these matters and a programme review and assurance exercise has been conducted

and identified some significant risks to the delivery of the whole scheme, in particular:

- The LPR timeline
- The land assembly status and associated risks with GDA conditions
- The feedback from the consultation and concerns raised on the quantum of housing proposed in the Local Plan period.

All of the above impact on the potential ability for the current whole scheme to be delivered on time and in budget. However, the review has identified an opportunity to develop an alternative approach to deliver a significant and important part of the scheme that meets the principal strategic objectives and benefits for the town centre and residents of Chippenham. In addition, the alternative approach supports the delivery of a significant housing requirement but with a reduction in the quantum that aligns with the current Local Plan period and leaves the decision on growth beyond that to a future date.

This scheme proposed is the southern section of the distributor road from the A4 through to the A350 junction at Lackham roundabout that would deliver between an estimated 3,800 – 4,200 new homes and associated infrastructure.

Authority is sought from Cabinet to approve the preferred road route for the southern section of the scheme, subject to; the outcome of the Local Plan review; the revised scheme being approved by Homes England and GDA revisions agreed; continuing with the programme of works to complete the road design and master planning necessary to support the revised programme. It is acknowledged that some of this work is completed at risk due to the current status of the LPR but that it remains funded by the HIF Grant.

Authority is also sought to progress the necessary steps to secure delivery of the road scheme in line with the GDA including land assembly, Compulsory Purchase and the appointment of a delivery/JV partner and for cabinet to agree the principle of reinvestment of Community Infrastructure Levy (CIL) receipts generated from the Future Chippenham development into Chippenham (including the regeneration of the town centre) to support a comprehensive approach to development consistent with the objectives of the masterplan.

Liaison and reporting to Homes England on the programme's delivery plan as part of the GDA will keep HE fully apprised of the current status of the LPR and any associated risks this may have on the FC Programme timeline. Both parties have identified that in order to respond to the LPR and other issues there may be a requirement to review the terms of the GDA.

The report sets out the progress to date on delivery of the first phase of the project and key workstreams and identifies the next steps.

Proposal(s)

Cabinet is asked to,

1. Note the consultation response to the Future Chippenham road route options at Appendix B and to agree the preferred road route as set out in Appendix A subject to the Local Plan review, masterplanning, Homes England agreement and an approved scheme.
2. Agree to enter into contract with landowners to facilitate the road delivery, subject to the Local Plan review, masterplanning, Homes England agreement and the approved scheme, should it proceed substantially on the terms as set out in Appendix C and delegate authority to Director of Housing and Commercial in consultation with the Director of Legal and Governance, to agree any non material amendments to the terms outlined in Appendix C.
3. Agree to initiate masterplanning of the approved scheme including entering into detailed design and planning negotiations with other landowners to achieve a high quality and consistent outcome addressing climate change issues.
4. Agree to implement the compulsory purchase order strategy and receive a further report on progress.
5. Agree to contact Homes England to discuss changes to the Grant Determination Agreement to reflect the southern scheme and associated changes to the delivery plan for the scheme and delegate to the Corporate Director Resources and Deputy Chief Executive in consultation with the Leader authority to enter into the revised contract subject to the Local Plan review, masterplanning, Homes England agreement and an approved scheme.
6. Agree to delegate authority to the Corporate Director Resources and Deputy Chief Executive to make representations and agree for revisions to terms and conditions of the Grant Determination Agreement (GDA) with Homes England following consultation with the relevant Cabinet Member and Director of Legal and Governance, as required during the lifetime of the contract.
7. Note work on Chippenham town centre regeneration and agree the principle of reinvestment of Community Infrastructure Levy (CIL) receipts generated from the Future Chippenham development into Chippenham (including the regeneration of the town centre).

Reason for Proposal(s)

To respond appropriately to feedback from the community to the consultation undertaken by Future Chippenham on the road options and separately by the LPA on the Local Plan review and to continue to meet the terms and conditions of the GDA.

Terence Herbert
Chief Executive

21st July 2021

Subject: Future Chippenham

Cabinet Member: Cllr Richard Clewer, Leader of the Council and Cabinet Member for MCI, Economic Development, Heritage, Arts, Tourism and Health & Wellbeing

Key Decision: Key

1. Purpose of Report

- 1.1 The purpose of this report is to provide an update to members on the progress reached on the Future Chippenham programme, seek a decision on the preferred road route for the distributor road, set out in Appendix A and to inform of the required next steps in the project and ensure appropriate strategies and delegations are in place to ensure smooth and efficient progress.
- 1.2 The report considers the implications of the key consultations undertaken since the programme was last reported to Cabinet including that undertaken by the Local Planning Authority into the Local Plan review (reported to Cabinet on 29th June 2021) and that into the route of the distributor road undertaken by Future Chippenham and detailed in this report.
- 1.3 The Council leadership requested further consideration be given to these matters and a programme review and assurance exercise has been conducted and identified some significant risks to the delivery of the whole scheme, in particular:
- The LPR timeline
 - The land assembly status and associated risks with GDA conditions
 - The feedback from the consultation and concerns raised on the quantum of housing proposed in the local plan period.
- 1.4 Recent requests from members in relation to the Local Plan review has also further highlighted the importance of a comprehensive strategic approach when allocating new land for housing. It is suggested that those sites that offer the greatest prospects for delivering sustainable new communities and that support integration with existing settlements, encourage walking and cycling and with ready access to local neighbourhood facilities should be favoured over less well-connected alternatives. The rationale for Future Chippenham has already been developed around these principles and time will be given, as requested by members, to do the necessary work to achieve these key objectives.

- 1.5 Authority is sought from Cabinet to approve the preferred road route for the southern section of the scheme, subject to the outcome of the Local Plan Review and the revised scheme being approved with Homes England and GDA revisions agreed, continue with the programme of works to complete the road design and master planning for the revised programme.
- 1.6 In addition, and subject to the preferred route decision, the report seeks approval for the council to enter into the legal agreements to secure the land required to support delivery of the road with 3rd party landowners contained in part 11 of this report.
- 1.7 In support of the land assembly strategy, the report seeks approval to adopt the CPO Strategy contained in Appendix D to allow implementation of the strategy to run alongside the land assembly discussions.
- 1.8 The report seeks approval to commence the framework master plan for Future Chippenham which will include a requirement to conduct a consultation with stakeholders and members of the public later this year.
- 1.9 The report seeks delegated authority for the Corporate Director of Resources in liaison with the leader to:
 - i. on behalf of the Council, make representations and agree for revisions to terms and conditions of the Grant Determination Agreement (GDA) with Homes England following consultation with the relevant Cabinet Member and Director of Legal Services, as required during the lifetime of the contract. An example of this could be a revision of a milestone date that has been delayed due to COVID implications that did not constitute a material change to the deliverables of the programme and breach the terms of the GDA and within the limitation of the current policy and jurisdiction of the Council.

2. Relevance to the Council's Business Plan

- 2.1 The Council's award from HIF directly contributes to all three priorities in the Business Plan
 - growing the economy – the project provides an opportunity to support growth and economic regeneration in the economy by meeting the housing need in a planned and sustainable way. Provision of land within the proposed settlement will create an opportunity for residents to live and work within the communities providing opportunities to reduce out-commuting
 - creating strong communities – as a significant landowner the Council has an opportunity to support infrastructure led development with a comprehensive masterplan that assures housing and social infrastructure is delivered holistically and in a

sustainable way providing enhanced connectivity to the town centre and existing settlement

- protecting the vulnerable – the project provides opportunities through its development to ensure that the holistic approach to development and social infrastructure provides an environment that promotes well-being through enhanced leisure/recreation facilities, affordable housing and promotes the use of blue and green infrastructure.

3. Background

- 3.1 It has been known for some time that development in and around Chippenham is constrained. Housing delivery is below the number that is needed to keep pace with demand resulting in house price inflation exceeding the national average and a corresponding undersupply of affordable housing.
- 3.2 The lack of infrastructure has been recognised as a major impediment to bringing forward the homes needed to meet the future needs of Chippenham in a sustainable way as required by national planning policy. Indeed, this was concluded by both the Inspector into the Chippenham Housing Allocations DPD and reflected in the published evidence of the Local Plan review. Both conclude that a connection from the A4 and the A350 is essential to the long-term growth future of the town; and safeguarding measures were made within the Allocations DPD to allow for future connections to be made. All growth measures which do not deliver this road, no matter what the scale, raise the very strong prospect of significant traffic congestion in and around the town centre and would therefore potentially fail tests of planning soundness as it would exacerbate rather than solve traffic problems.
- 3.3 Without the provision of up-front infrastructure, development will occur, but in a speculative and piecemeal fashion which owing to viability issues, may not deliver the wider benefits such as education, health, infrastructure, green energy and affordable homes in accordance with the Council's policy requirements. The Council will in effect be at risk of losing control over the key land use decision for the town and become reactive rather than proactive.
- 3.4 To address this the Council sought Housing Infrastructure Fund funding for up-front infrastructure delivery. This funding provides for essential infrastructure in the form of a new distributor road, to be delivered up-front which in turn will support the delivery of the new housing required and the provision of affordable housing at the level required by the Council's policies.
- 3.5 Through the payment of Community Infrastructure Levy receipts from the delivery of the new homes the HIF funding will help unlock funds to deliver new social and community infrastructure (schools, leisure provision, open space etc) both to support the new development within the Future

Chippenham area and the wider town for the benefit of the whole Chippenham community.

- 3.6 In November 2019, the Ministry of Housing Communities and Local Government confirmed that the bid submitted by the Council had been successful. In December 2020, the Council entered into a Grant Determination Agreement (GDA) defining the terms of the funding and ongoing commitments on delivery of infrastructure and housing.

4. Main considerations for the Council

- 4.1 The main considerations for the Council arising from this report are as follows:

- To take account of the implications of the Local Plan review and Cabinet's decision in relation to the recommendations put forward by the LPA on 29th June 2021.
- The feedback from the consultation by Future Chippenham on possible road route options and the recommendation of the preferred route identified.
- The proposal to progress masterplanning, land assembly, a CPO strategy and the procurement of a Joint Venture delivery partner – subject to the Local Planning Authority bringing forward the Future Chippenham sites within its Local Plan review.
- The opportunities for the Future Chippenham Programme to support the delivery of social and community infrastructure and wider economic benefits to the community of Chippenham (including the regeneration of the town centre) through a partnership approach with local stakeholders and the targeted application of Community Infrastructure Levy (CIL).
- Authority is required to continue to engage with Homes England and to make any necessary revisions to the Grant Determination Agreement to facilitate the changes to deliver the southern road route scheme and allow the approved programme to proceed.

- 4.2 The report deals with these issues under relevant headings below.

Implications arising from the Local Plan Review.

- 4.3 On 29th June 2021 a report was taken to Cabinet updating on the consultation undertaken on the Local Plan review (LPR) between January and March 2021.
- 4.4 This report highlighted feedback from communities across Wiltshire including those in Chippenham where it was noted that there was a significant objection from the local community to the scale of growth on a variety of grounds. The most common being environmental harm, traffic congestion, lack of justification and undermining tackling the climate emergency. It also noted that there were considerable objections to the new road proposals.

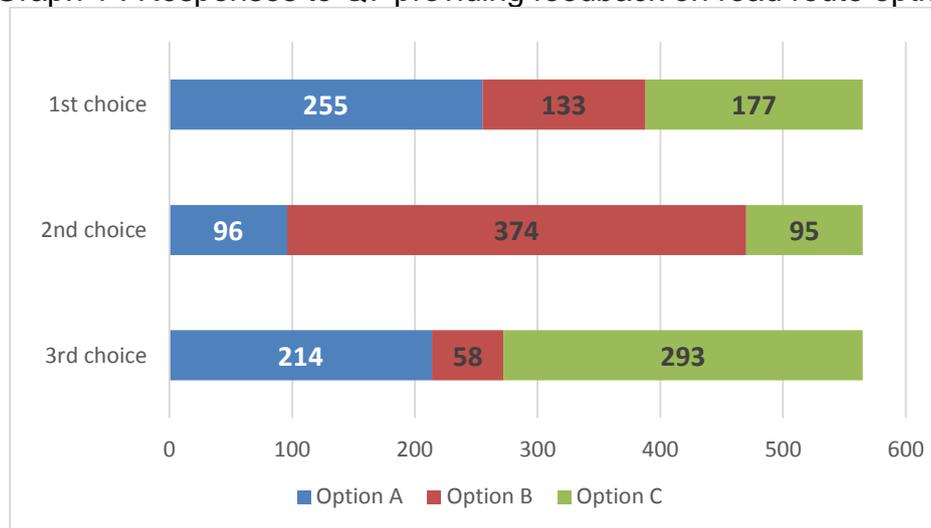
- 4.5 Cabinet agreed that further work be undertaken on the LPR in response to the consultation on key parts of the evidence base including testing the upper and lower levels and spatial distribution of the range of housing need for the plan period. It also agreed that reviews be undertaken in relation to employment need and the potential for renewable energy, zero carbon development and off-grid energy networks.
- 4.6 The feedback from this consultation and the decision by Cabinet to review the evidence base in this way has potential impacts on the Future Chippenham programme. The immediate implications include continued uncertainty over the quantum of housing that will be required within this Local Plan period and by association the potential opportunities to review the delivery strategy for the programme.
- 4.7 These are not questions that can be answered immediately and are ones that will be informed by the review of the evidence base to be undertaken by the LPA, the reporting timescales for which are not currently known. It is noted, however, that members have highlighted the importance of a comprehensive strategic approach when allocating new land for housing. Those sites that offer the greatest prospects for delivering sustainable new communities and that support integration with existing settlements, encourage walking and cycling and with ready access to local neighbourhood facilities should be favoured over less well-connected alternatives. The rationale for Future Chippenham has already been developed around these principles and time will be given, as requested by members, to do the necessary work to achieve these key objectives
- 4.8 The short-term implications for the Future Chippenham programme are that, whilst the justification for an infrastructure led scheme based around a holistic masterplan approach remain as compelling as before, the impact of any further delays in the LPR affect the deliverability of the current HIF scheme and therefore the Future Chippenham team have identified opportunities that could address a number of factors that include delivery timetable, scale of development and benefits delivery through delivery of the southern section of the scheme.
- 4.9 This has implications with regard to the obligations of the Council to Homes England under the GDA which have been raised with them. The parties are working constructively together to respond to the situation as it evolves.

Consultation on the proposed site(s) and identification of the preferred road route option

- 4.10 Consultation on the proposed site(s) and HIF road route options was originally planned in April 2020. However due to the impacts of the COVID-19 restrictions this commenced on 15th January 2021 and concluded on 12th March 2021.

- 4.11 The consultation ran broadly in parallel to that of the Local Plan review (Reg 18). This was unavoidable as this was the latest date the Future Chippenham consultation could take place to achieve the requirements of the GDA. The consultation centred on the road route options and the preferred site identified in the recently published Local Plan review Reg 18 documents to provide context.
- 4.12 Due to COVID-19 restrictions the consultation took place mainly online, in accordance with the Council’s adopted Temporary Arrangements supplement to the Statement of Community Involvement. The consultation took place over eight weeks and received 1,163 responses by email, letter and via the online consultation form.
- 4.13 In addition, over 800 questions were received by the project team during the process of the consultation, and answers were provided. 3 webinars, 9 public meetings, including Area Board meetings, Town and Parish Council meetings, consultation meetings with tenants and landowner all took place in the consultation period.
- 4.14 A total of 565 respondents provided feedback to Question 7 of the consultation feedback form, which asked respondents to rank the three road route options in order of preference. Of those who gave an answer to this question, Option A (the outer route) received the highest number of first choice selections (45%). Option B (the middle route) received the lowest number of first choice selections (24%) but conversely received by far the most second choice selections (66%). Option C (the inner route) received fewer first choice selections than Option A (31%) but a much larger number of third choice selections (52%).

Graph 1 : Responses to Q7 providing feedback on road route options



- 4.15 All responses received have been reviewed and informed the recommendation on the preferred road route option. Where comments were received that were not directly related to the road route options

consultation, these were also analysed, and officer responses provided on how they will feed into the next stages of the programme's development.

4.16 A consultation report which provides detail of the nature of the responses is attached. Cabinet should note:

- A significant number of representations were made by members of the public in opposition to the road infrastructure and associated quantum of housing.
- Concerns were raised around climate change impacts, environmental impact, transport impacts amongst many others.
- Considerable feedback was received to inform the preparation of a Framework Masterplan for the site.
- All directly affected landowners provided feedback into the consultation exercise and has also been included in the report. Representations were received from members of the public from Chippenham and the surrounding areas, statutory stakeholders, interested parties and community groups.

4.17 The analysis did not produce a clear-cut preference for any one of the three routes, but instead the best fit/preferred option comprises a hybrid route alignment that takes account of the consultation feedback and which has the following attributes;

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

4.18 In recognition of the revised scheme proposed above, the recommendation for the preferred road route is for the southern route only subject to the Local Plan review, master planning and Homes England agreement. Whilst feedback on the northern route has been received, this route has been excluded.

4.19 Further survey work will be undertaken and consultation on the Framework Masterplan and information gathered in those exercises will also help to inform the finalised design and route. Subject to the Local Plan review status subsequent planning applications can be made.

Land Assembly for delivery of the HIF works

4.20 The Council has continued to progress the land assembly works to secure the land required to deliver the road. Negotiations with third party landowners have progressed well, and Heads of Terms have been discussed on the anticipated road route and lawyers have been instructed

with all the landowners in the southern sector (from the Lackham roundabout vicinity to the A4 East) although there are some outstanding issues which should not prove insurmountable. It is anticipated that contracts with those landowners ensuring delivery of the land required to deliver the road will be able to be completed (subject to agreement by Cabinet). Heads of Terms have been agreed in principle with landowners in the North, Chippenham 2020 and Summix, although some issues are still outstanding and are contained in Part II as they contain exempt information under schedule 12A of the Local Government Act 1972 (Information relating to the financial or business affairs of any particular person (including the authority holding that information)). Approval to enter into the legal agreements to secure the land required to support delivery of the road with 3rd party landowners contained in Part II of this report is sought.

- 4.21 A summary of those terms is contained in Part II of this report as they contain exempt information under schedule 12A of the Local Government Act 1972 (Information relating to the financial or business affairs of any person (including the authority holding that information)).
- 4.22 If acquisition by private agreement cannot be achieved, a Compulsory Purchase Order (CPO) will be necessary to acquire the remaining land. A CPO will also mitigate against any temptation for last minute renegotiation by any of the landowners, north or south, and is standard practice in similar schemes such to this.

Compulsory Purchase Order Strategy

- 4.24 Heads of Terms have been agreed with the principal landowners and Legal Services are in the process of negotiating the legal documentation required to secure acquisition of the freehold interest in land required for the road and associated infrastructure.
- 4.25 Whilst there appears to be goodwill on the part of all parties to progress to the necessary agreements, there is nonetheless a risk to the programme on land assembly until all the necessary interests required to deliver the road have been secured.
- 4.26 On schemes of this scale and nature it is recommended that land assembly negotiations be backed up with a compulsory purchase process to ensure that where agreement cannot be reached for whatever reason, the Council has the ability to acquire the interests required by compulsion as a last resort.
- 4.27 On identification of the route for the distributor road, the Council will therefore need to implement a CPO strategy to ensure that should CPO be required appropriate legal compliance can be satisfied.
- 4.28 To this end it is proposed that in line with Cabinet's Decision on 8th October 2019 (which provided that where necessary the Council will use its compulsory purchase powers in order to ensure that the infrastructure

site is made available for the delivery of the road) that Cabinet provide authority for the Future Chippenham Programme to appoint specialists to commence the necessary work to support a compulsory purchase process.

- 4.29 On the basis that Members support the principle of proceeding with the CPO Strategy, then a full report will be submitted to Cabinet towards the end of this year.

Framework Masterplanning

- 4.30 The benefits of taking an holistic masterplanning approach are explained in para 3.4 above. A Concept Framework for Future Chippenham was developed by the Council as landowner to both inform the Options Assessment Report process and begin the master planning for the Future Chippenham sites. This has been updated following the information and feedback received during the consultation of the road route options and engagement with stakeholders over the last 12 months.
- 4.31 Approval is sought to undertake a Framework Masterplan for the southern scheme which will provide the detailed context to support the preferred road route and housing delivery for the site. This will also be further informed by continued engagement with statutory consultees.
- 4.32 A public consultation on the masterplan will follow in the Autumn where the framework masterplan for the site will be consulted on. The consultation programme will be provided in due course and adhere to the Council's Statement of Community Involvement together with the Statement of Community Involvement Temporary Arrangements 2020 which have been put in place in light of the COVID-19 pandemic and the Future Chippenham Stakeholder and Community Engagement Strategy.

Delivery Partner

- 4.33 Working with its appointed commercial advisors Avison Young, the Council is engaging in initial and informal 'soft market testing' which involves informal conversations with potential partners to understand their appetite to collaborate with the Council in delivering housing and the best route to present the opportunity to the market. The initial findings from this exercise indicate a keen interest in Future Chippenham from the market and an understanding of the opportunities and challenges.
- 4.34 The conclusions from soft market testing will be provided to Cabinet in an update report, prior to the Council working with its advisory team to produce procurement documentation and proceed with formal steps to procure a delivery partner in line with relevant contracts guidance and regulations.

Town centre regeneration

- 4.35 The link between the Future Chippenham programme and the importance of ensuring that the new homes it delivers are properly and effectively integrated with the existing communities has been acknowledged from the outset. An important aspect of this is the way in which the programme serves to support the long-term vitality and viability of the existing town centre through a coordinated approach to regeneration that acknowledges the need to plan holistically for the economic, social and community infrastructure that the new development will support in locations that best serve the whole of the Chippenham community in the most economic and sustainable way.
- 4.36 Future Chippenham development will provide an opportunity for a significant investment of CIL, some of which can be utilised to invest into the town centre regeneration, as already agreed with the Town Council and publicly stated in the local press by the previous Leader of the Council. The reduction in the scale of the scheme will directly impact on this level of investment available.
- 4.37 Wiltshire Council has important landholdings in Chippenham town centre and discussions on how the Future Chippenham programme can support town centre regeneration have been part of the regular discussions during meetings with the Town Council and have formed part of the early stakeholder discussions with the business community as part of the round table discussions on the masterplan.
- 4.38 These opportunities now need to be progressed in a more detailed way in consultation and partnership with a wider group of stakeholders and the potential explored to establish a group/forum managed independently from the Council that could develop and implement a town centre regeneration strategy for Chippenham. This group would be likely to include Wiltshire Council, Chippenham Town Council, local business representatives (including the Chamber of Commerce) and other relevant community groups and stakeholders with an interest in the economic success and quality of the environment of the town. This may be convened and chaired by the local MP and serve as the forum for assessing the plans and prioritising investment that would arise through CIL receipts from the new housing development.
- 4.39 A possible model for this is the Salisbury Place Board that was convened in response to the nerve agent attack in Salisbury and that developed the now adopted Central Area Framework for the city.

GDA revisions

- 4.40 The GDA outlines key milestones and post contract conditions the Council is required to meet as part of the agreement. From time to time it may be necessary to vary these dates and conditions due to programme timeline changes and potential variations in deliverables that are outside of the control of the project. An example of this would be a delay in meeting a milestone due to slippage in the project and a request to Homes England would be made to move the milestone linked to a piece of work that is delayed.

- 4.41 Delegated authority is sought to make representations to Homes England to seek agreement to deliver the southern scheme and make the required amendments to the GDA including the milestones and post contract conditions, required to keep the programme on track for delivery and to adhere to the overarching commitments within the GDA.

5. Overview and Scrutiny Engagement

- 5.1 The Chairman and Vice-Chairman of the Environment Select Committee will be briefed prior to the cabinet meeting.

6. Safeguarding Implications

- 6.1 There are no safeguarding implications at this stage

7. Public Health Implications

- 7.1 No public health implications arise at this stage

8. Procurement Implications

- 8.1 All procurement associated with the project will take place within the Council's procurement and commercial strategy and in conjunction with the Council's procurement team.

9. Equalities Impact of the Proposal

- 9.1 There are no direct equality impacts from this report however there is an ongoing obligation of Cabinet as the relevant decision maker to keep the impacts that may arise under review. This is being managed by keeping the Equalities Impact Assessment under review and at all stages including consultation ensuring that any identified impacts are considered and appropriately dealt with.

10. Environmental and Climate Change Considerations

- 10.1 Environment and Climate Change Considerations will always be kept to the fore in accordance with the Council's adopted position of declaring a climate emergency. As this report is an update report with requests for approval to allow the project to progress there are no direct environment or climate change considerations to be made at this stage. The terms of the GDA will require the Council to have full regard to all relevant environmental and climate change legislation and requirements in the Local Plan process as the project progresses. The project is cognisant that local planning policy may have requirements on how any development takes place and will, where required, comply with these.

11. Risks that may arise if the proposed decision and related work is not taken

- 11.1 Inability to adhere to the existing GDA terms and conditions resulting in fundamental or general default.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

- 11.2 There are risks around delivering on the Council's commitment in the GDA, which are mitigated in the project specific terms and conditions pertaining to delivery of the milestones within the agreement. These include robust governance, monitoring and reporting standards which meet government's and the Council's risk management requirements.
- 11.3 There is a risk that the Local Plan review process does not seek to allocate the project site for development and as such planning consent is not achieved for the infrastructure works. In that event, the GDA caters for this as a general default and the HIF funding drawn down by the Council would not need to be repaid, provided that the Council had used best endeavours to secure such allocation and planning permission.

12. Financial Implications

- 12.1 Land Assembly – cost relating to the transaction for land required for the road from 3rd party landowners is provided for in the current programme budget and where this exceeds the allowance, a contingency budget is available to support this. Estimated budget, including additional land acquisition as part of the scheme and fees, is subject to negotiation. It should be noted that if development does take place the majority of these costs are recoverable.
- 12.2 CPO Strategy – the implementation of the CPO Strategy up to and including the CPO application is provided for in the current programme budget. However, the CPO inquiry and subsequent potential compensation is not included, and provision would need to be made from the contingency budget for this which could include provision from land receipts from Council owned land.
- 12.3 Failure to meet draw down conditions will require the Council to fund the programme at risk until conditions and milestones dates can be resolved.
- 12.4 In addition to the delivery costs of the road, further road enhancements already identified as part of the original scheme and delivered through CIL will also be required.
- 12.5 A revised recovery strategy will be required, subject to agreement by Homes England and subsequent cabinet approval.
- 12.6 Delays on delivery of the scheme have a direct impact on inflation costs for the delivery of the infrastructure and housing.

- 12.7 Subject to approval, discussion would commence with Homes England around the amendments to the existing Grant Determination Agreement. To date grant has been drawn down to fund costs incurred on the development of the programme, approximately £4m to date. In addition, further works will be commissioned to progress the programme in line with the approvals in this report that would be earmarked to be funded from the grant.
- 12.8 It should be noted that in the scenario where the negotiations with Homes England are not successful there is a risk that the grant used to cover the costs incurred, and an element of those commissioned, could potentially have to be repaid back to Government. In addition, if that then resulted in the road not proceeding in any form, the capital cost to the Council would then have to be met from revenue sources, representing a pressure in the financial year that decision was then made.

13. Legal Implications (Please see Part II of the report for additional Legal comments)

- 13.1 The determination of the route for the distributor road is one step in the progress of this project. It will allow the project team to consult on the masterplan for the wider development with the detail of where the likely distributor will be if the development goes forward.
- 13.2 It will allow additional work to be done to inform any planning application for the road should it be required.
- 13.3 The Council has undertaken consultation to ensure public participation in the local authority's decision making process. In undertaking a consultation process, the Council is required to adhere to the following 'Gunning' principles:
- (i) consultation must take place when the proposal is still at a formative stage;*
 - (ii) sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response;*
 - (iii) adequate time must be given for consideration and response; and*
 - (iv) the product of consultation must be conscientiously taken into account.*
- 13.4 The consultation process was undertaken at an early stage and provided consultees with appropriate information and enough to provide comment. A number of submissions have been received and a consultation report has been prepared to assist Cabinet to have regard to those comments when making their decision. The full consultation responses are provided as background documents.
- 13.5 A significant number of representations expressed a fundamental opposition to the development of the road and/or the development proposals themselves. A number cited either the climate emergency, the changing patterns of working due to the pandemic and/or opposition to

housing generally or in the areas proposed. These are factors that will need to be considered and most properly in the Local Plan development.

- 13.6 However, they also have to be balanced against the other public interest needs that have been identified including the need for housing and ensuring a ready supply of affordable housing and the public benefits of having a planned development which takes into account climate change needs, well planned and developed infrastructure and sustainable living.
- 13.7 A consultation is not a referendum. When making its decision, Cabinet must give conscientious consideration to the response to the consultation in accordance with the leading case law. Most notably, R (on the applicant of Mosley) (in substitution of Stirling (Deceased)) (AP) v London Borough of Haringey [2014] UKSC 56 states:

[...]

38. Such wide-ranging consultation, in respect of the exercise of a local authority's exercise of a general power in relation to finance, is far removed in context and scope from the situations in which the common law has recognised a duty of procedural fairness. The purpose of public consultation in that context is in my opinion not to ensure procedural fairness in the treatment of persons whose legally protected interests may be adversely affected, as the common law seeks to do. The purpose of this particular statutory duty to consult must, in my opinion, be to ensure public participation in the local authority's decision-making process.

39. In order for the consultation to achieve that objective, it must fulfil certain minimum requirements. Meaningful public participation in this particular decision-making process, in a context with which the general public cannot be expected to be familiar, requires that the consultees should be provided not only with information about the draft scheme, but also with an outline of the realistic alternatives, and an indication of the main reasons for the authority's adoption of the draft scheme. That follows, in this context, from the general obligation to let consultees know "what the proposal is and exactly why it is under positive consideration, telling them enough (which may be a good deal) to enable them to make an intelligent response": R v North and East Devon Health Authority, Ex p Coughlan [2001] QB 213, para 112, per Lord Woolf MR.

[...]

- 13.8 Based on the information provided within this report and background documents a decision by Cabinet to identify a route which a distributor road would take should the development occur would be a legally justifiable decision open to Cabinet.
- 13.9 Section 226 of the Town and Country Planning Act 1990 (TCPA 1990) authorises local authorities to compulsorily purchase land if the authority thinks that the acquisition will facilitate the development, redevelopment or improvement of land, or acquisition is required in order to achieve the proper planning of an area:

- (1) *A local authority to whom this section applies shall, on being authorised to do so by the Secretary of State, have power to acquire compulsorily any land in their area . . .—*
- (a) *if the authority think that the acquisition will facilitate the carrying out of development, re-development or improvement on or in relation to the land, or*
- (b) *which is required for a purpose which it is necessary to achieve in the interests of the proper planning of an area in which the land is situated.*
- (1A) *But a local authority must not exercise the power under paragraph (a) of subsection (1) unless they think that the development, re-development or improvement is likely to contribute to the achievement of any one or more of the following objects—*
 - (a) *the promotion or improvement of the economic well-being of their area;*
 - (b) *the promotion or improvement of the social well-being of their area;*
 - (c) *the promotion or improvement of the environmental well-being of their area.*

13.10 In order to exercise the s.226(1)(a) powers the local authority must be satisfied that the proposed development/improvement is likely to contribute towards any of the following objectives, namely the promotion or improvement of the economic, social or environmental well-being of their area.

13.11 Under section 227 of the Town and Country Planning Act 1990 the Council has the power to acquire by agreement any land which they require for any purpose for which a local authority may be authorised to acquire land under section 226 as aforementioned.

13.12 The approval of a CPO Strategy as proposed will allow the project to ensure that running alongside the negotiations with 3rd party landowners all steps required to utilise CPO powers, if necessary, are taken in a timely fashion and to meet legal compliance.

13.13 Achieving agreed landowner agreements is the preferred methodology for the delivery of the road should it be required and all negotiations and discussions and drawing up of the legal documentation is being taken in conjunction with Wiltshire Council Legal Services.

13.14 Close ongoing monitoring of the terms of the GDA is required to ensure compliance with the terms and the milestones and any changes must be requested in advance to avoid general or fundamental default of the GDA.

13.15 Homes England is under no obligation to agree changes to the GDA. The risk is that any requested changes are not agreed and the Council will ultimately end up in general and/or fundamental default. Decisions made relating to and following consideration of this Report may trigger a requirement under the GDA to “inform” Homes England “immediately”. A failure to do so may result in a general or fundamental default of the GDA, therefore this should be managed accordingly.

14 Workforce Implications

- 14.1 No further workforce implications are reported at this time internally.
- 14.2 All options recommended in this report align to the Grant Determination Agreement and previous representations to cabinet and therefore no change in the options is being considered at this stage.

15 Conclusions

- 15.1 To respond appropriately to feedback from the community to the consultation undertaken by Future Chippenham on the road options and separately by the LPA on the Local Plan review and to continue to meet the terms and conditions of the GDA it is recommended that Cabinet agree to and approve the steps set out in the Proposals in this report.

Terence Herbert (Chief Executive)

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Date of report 21st July 2021

Appendices

- A: Future Chippenham Road route preferred option officer report
- B: Future Chippenham Road route option consultation report
- C: Heads of Terms (Part II)
- D: CPO Strategy (public version)

21st July 2021

Subject: Future Chippenham Road Route Option selection and consultation

1. Purpose of the report

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

2. Recommendations

2.1 That Cabinet agrees

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

Diagram 1: Future Chippenham distributor road preferred route.

Appendix A



Background information

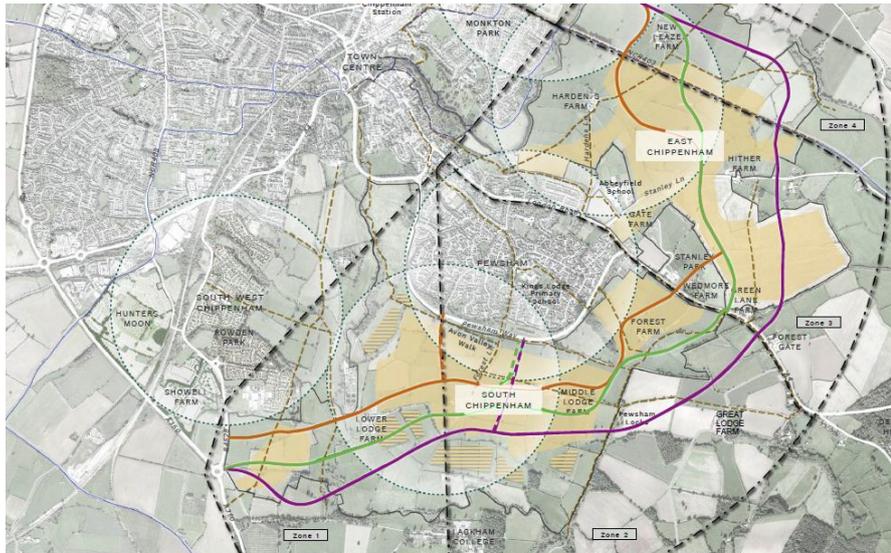
1. In December 2020 the Council entered into a Grant Determination Agreement (GDA) with Homes England.
2. A full options assessment process was conducted by the Council's consultant, Atkins, to identify potential road routes to support the delivery of the project. This identified 3 main distributor road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

Diagram 2: Future Chippenham consultation road route options



Diagram 3: Future Chippenham consultation road route options zones

Appendix A



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

Appendix A

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

Attachment: Appendix A: OAR Update Summary report July 2021

Appendix A: OAR update summary report July 2021

OAR Summary report July 2021

Distributor Road - Preferred Option

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

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

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

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

Zone 1

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

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

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

Appendix A

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

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

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

Zone 2

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

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

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

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

Zone 3

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

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

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

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

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

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

Zone 4

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

Zone 5

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

Appendix A

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

Current assumptions for zone 5:

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

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

Pewsham Link Road

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

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

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

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

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

Appendix A

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

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

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

6. Next Steps

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

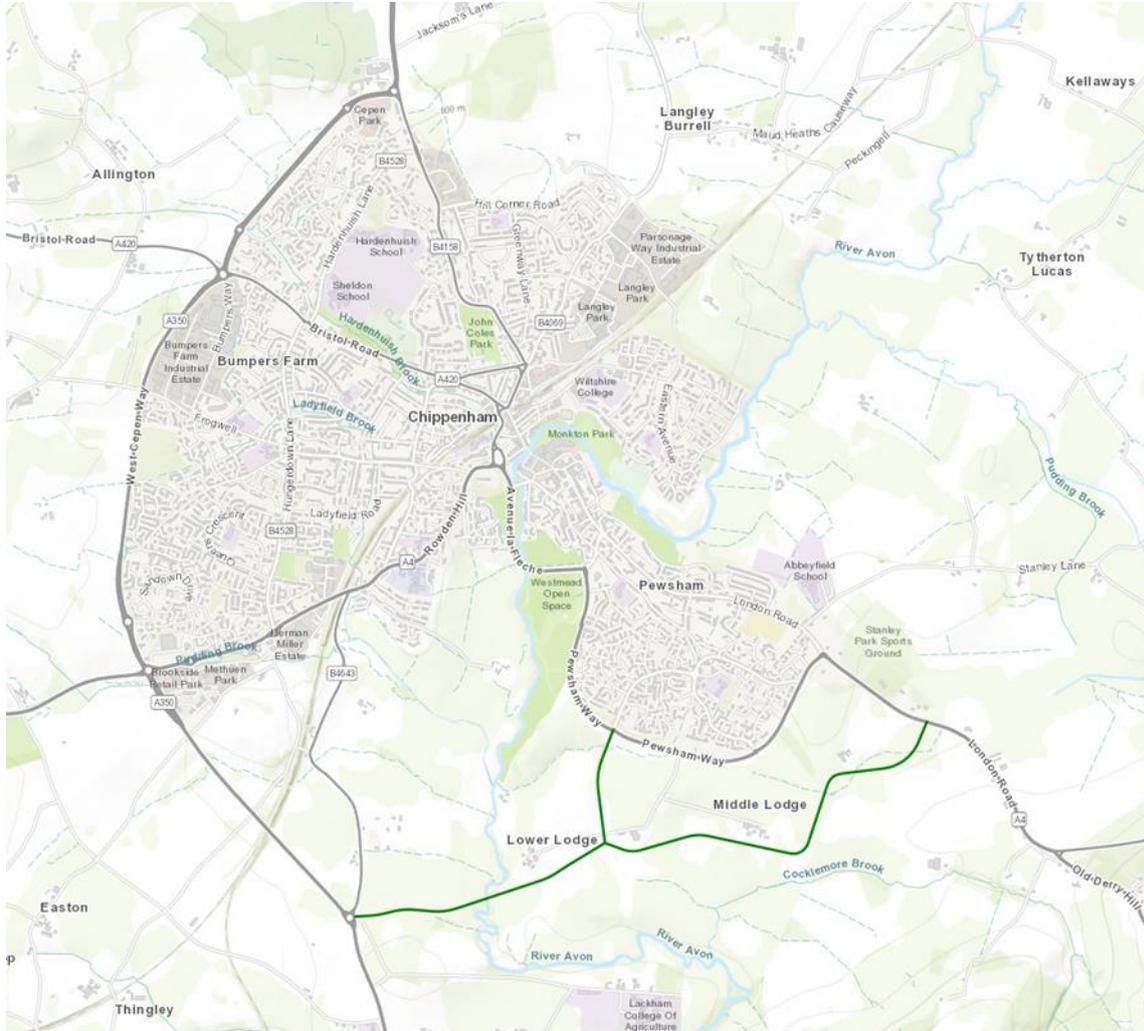
- Field Surveys
- Funding review
- Programme review
- Land agreements

Appendix A

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

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

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



Future Chippenham

Connecting our communities

Future Chippenham Road Route Options

Consultation Feedback Report

July 2021
Page 59

Contents

1. Executive Summary	4
Background	6
The road route options public consultation.....	6
Future Chippenham road route options consultation feedback	7
Road route preferences.....	7
Summary of written feedback	8
Clarity of information	11
How the consultation feedback has influenced the preferred road route option	12
Conclusion.....	12
Next steps.....	13
2. Introduction.....	14
The Future Chippenham potential site allocation.....	14
Infrastructure led development to support a holistic approach to future growth and development ...	14
Consultation on the road route options	15
3. Consultation process	16
Who was consulted?	17
How were people consulted?	18
Online webinar events	19
What was being consulted on?	20
The consultation material	22
How could people respond to the consultation?.....	23
4. Summary of consultation responses	24
Analysis of respondent demographics	24
Age profile of respondents	24
Profile of respondents by location.....	25
Analysis of consultation responses	26
'No road' feedback submissions	27
Summary of responses to consultation survey questions relating to the road route options and officer feedback	28
Questions 5 and 6/Email and letter responses: Important issues	28
Summary of responses to Question 5.....	28
Summary of responses to Question 6.....	30
Questions 7, 8, 9 and 10: Preferred route of the distributor road	48

Summary of responses to Question 7 - preferred distributor road route	48
Summary of responses to Question 8 - Option A (outer route).....	49
Summary of responses to Question 9 - Option B (middle route)	69
Summary of responses to Question 10 - Option C (inner route)	89
Questions 11, 12 and 13: Preferred route of the Pewsham link road	109
Summary of responses to Question 11 - preferred link road route	109
Summary of responses to Question 12 - Pewsham link Option 1	110
Summary of responses to Question 13 - Pewsham link Option 3	122
Questions 14, 15, 16, and 17: Statistical data relating to preferred modes of transport	132
Summary of responses to Question 14.....	132
Summary of responses to Question 15.....	133
Summary of responses to Question 16.....	133
Summary of responses to Question 17.....	134
5. Conclusions.....	135

List of Appendices:

- Appendix A: Table of summarised comments relating to consultation form Question 5
- Appendix B: Table of summarised comments relating to consultation form Question 6/email/letter responses
- Appendix C: Table of summarised comments to consultation form Question 8 (outer route)
- Appendix D: Table of summarised comments to consultation form Question 9 (middle route)
- Appendix E: Table of summarised comments to consultation form Question 10 (inner route)
- Appendix F: Table of summarised comments to consultation form Question 12 (Pewsham link option 1)
- Appendix G: Table of summarised comments to consultation form Question 13 (Pewsham link option 3)
- Appendix H: Summary schedule of meetings with key stakeholders and landowners
- Appendix I: Copy of notification letter/email and list of recipients
- Appendix J: Examples of announcements made on Wiltshire Council's website
- Appendix K: Examples of announcements made via Wiltshire Council e-newsletters
- Appendix L: Examples of social media messages
- Appendix M: Notices placed in local newspapers
- Appendix N: Briefing note issued to all council members and to parish town clerks
- Appendix O: Examples of articles published by local media, local parish councils and interest groups
- Appendix P: Details of site notice placement
- Appendix Q: Webinar on Thursday 28 January 2021, Q&A document
- Appendix R: Webinar on Thursday 11 February 2021, Q&A document
- Appendix S: Webinar on Saturday 20 February 2021, Q&A document
- Appendix T: Map of road route options
- Appendix U: Public Consultation Leaflet
- Appendix V: Consultation feedback form
- Appendix W: Schedule of original consultation responses

List of Figures:

- Figure 1: Future Chippenham road route options map
- Figure 2: Consultation zones 1-5
- Figure 3: Responses to consultation form Question 7 – road route option preferences
- Figure 4: Responses to consultation form Question 11 – link road option preferences
- Figure 5: Number of individual points raised, ordered by theme
- Figure 6: Factors influencing the road route recommendation
- Figure 7: Summary overview of consultation statistics
- Figure 8: Graph showing respondent demographics by age
- Figure 9: Map showing spatial distribution of respondents (England)
- Figure 10: Map showing spatial distribution of respondents (Chippenham area)
- Figure 11: Graph showing responses to consultation form Question 5
- Figure 12: Graph showing responses to consultation form Question 14
- Figure 13: Graph showing responses to consultation form Question 15
- Figure 14: Graph showing responses to consultation form Question 16
- Figure 15: Graph showing responses to consultation form Question 17

1. Executive Summary

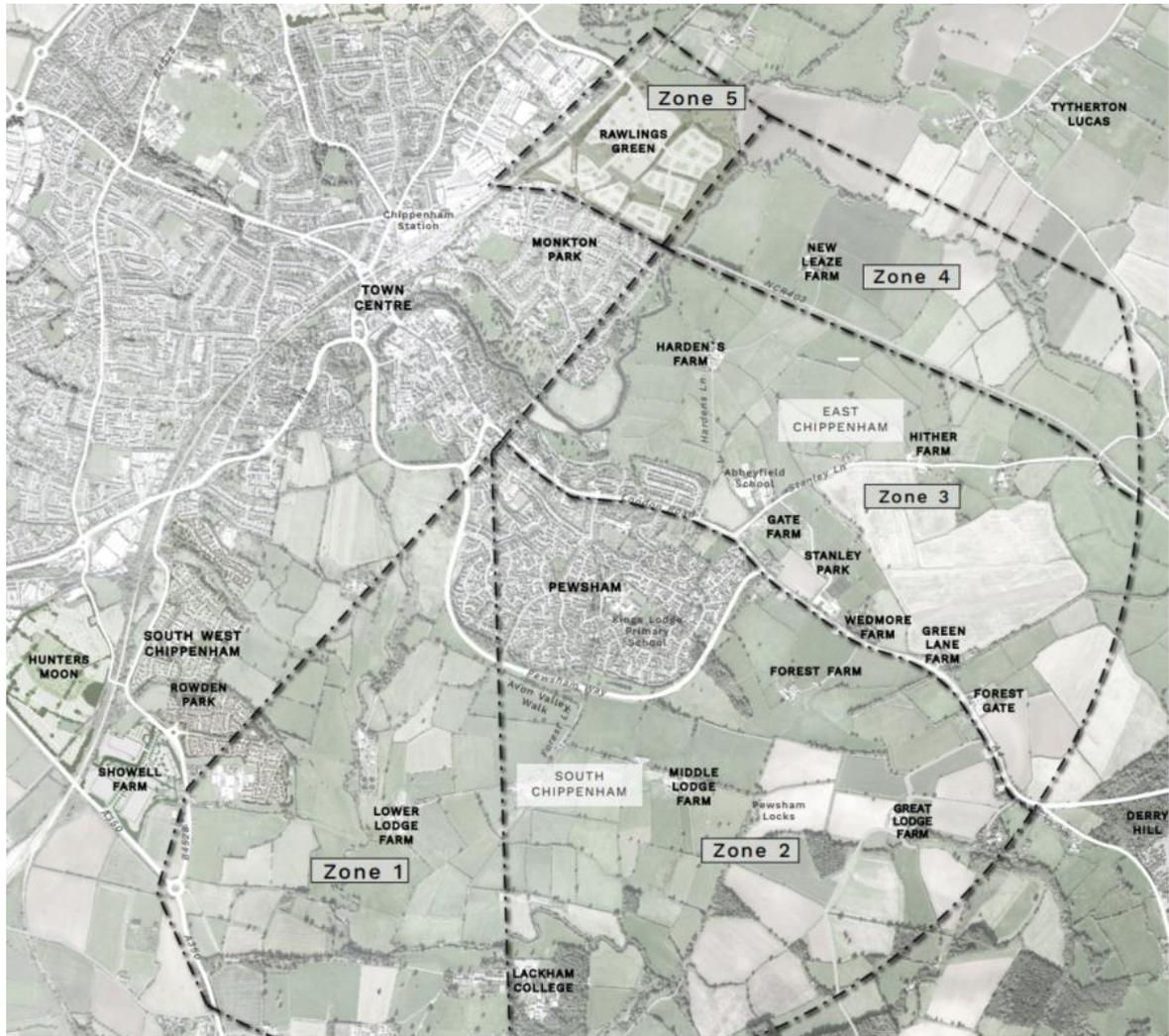
- 1.1. The Future Chippenham programme team are promoting the site known as Future Chippenham for mixed use development, and made representations to this effect to the Local Plan review process in March 2021. As part of these representations, the team developed a draft Concept Framework plan to inform a potential road route options assessment process which identified the above three routes as providing the best options to support the delivery of up to 7,500 homes and associated infrastructure, subject to the Local Plan review and Cabinet approval. The draft Concept Framework plan looked at not only Wiltshire owned land but also third-party land in a holistic approach to the site's development.
- 1.2. Wiltshire Council's Future Chippenham programme team carried out a public consultation relating to a Future Chippenham distributor road between 15th January and 12th March 2021. This report details the feedback that was received during this consultation.
- 1.3. The consultation sought opinions on three road route options to serve a future development to the south and east of Chippenham, including two link roads to the existing highway at Pewsham Way. The three road route and two link road options are illustrated in Figure 1 below:
 - Option A (Outer Route) with Link Road Option 3 - shown in purple
 - Option B (Middle Route) with Link Road Option 3 - shown in green
 - Option C (Inner Route) with Link Road Option 1 - shown in orange

Figure 1: Future Chippenham road route options map



- 1.4. To enable respondents to provide detailed area specific responses the site area was split into 5 zones. This meant that the final preferred route option could be a hybrid of the 3 main routes and 2 link roads.

Figure 2: Consultation zones 1-5



- 1.5. The purpose of the consultation was to gather responses from members of the public and key stakeholders on the potential road route options, the results of which would be used to inform a recommendation on a preferred route. This feedback was requested through submission of a consultation form, or by email or letter. The results of this consultation are summarised in this report.

Background

- 1.6. In addition, and a key consideration, the programme team have been successful in securing a £75 million Housing Infrastructure Fund grant from central government to support the delivery of the proposed distributor road which will unlock land to deliver the housing and associated infrastructure. The draft Concept Framework is part of the early stage of the masterplanning process for Future Chippenham. The draft Concept Framework is currently being developed further into a Framework Masterplan for Future Chippenham which will set out a series of design principles and landscaping requirements to guide the wider mixed use development of the site
- 1.7. From the feedback received during the road route options consultation process it was clear that there was some confusion regarding the role of Wiltshire Council as Local Planning Authority leading the Local Plan review process, as well as the role of the council in its promotion of the Future Chippenham programme. Both the Local Plan review consultation and the Future Chippenham road route options consultation had clearly defined roles and responsibilities in the respective consultation's events and consultation material.
- 1.8. This report acknowledges that a significant number of respondents to the Future Chippenham road route options consultation utilised the road route options consultation to submit objections to development of the proposed site and the distributor road. Whilst this was not the purpose of the consultation, the respondents were able to do this, and the feedback received will be forwarded to the Local Planning Authority within the consultation report.

The road route options public consultation

- 1.9. The purpose of the Future Chippenham road route options consultation was to gather feedback from the public and key stakeholders to inform the selection of a preferred route of a new distributor road to the south and east of Chippenham, to serve a new development of up to 7,500 new homes, supported by local neighbourhood services, essential infrastructure and provide additional employment development land. A brief statistical overview of the process and outcomes is set out below:
 - Wiltshire Council's Future Chippenham team carried out an 8-week period of public consultation on the Future Chippenham road route options between Friday 15th January and Friday 12th March 2021.
 - The Future Chippenham consultation webpage was visited 6,969 times over the consultation period, and the general Future Chippenham webpage was visited 7,717 times.
 - The consultation video, explaining the road route options was viewed 13,182 times during the consultation period.
 - Three online webinar events were hosted during the public consultation period, one during a weekday, one during a weekday evening and one on a Saturday, to provide opportunities for as many people to attend as possible. A total of 201 attendees attended the webinar events live, and recordings of the events that were subsequently made available on YouTube were watched 686 times during the consultation period.
 - Responses to 260 questions asked during the public webinar events were provided.
 - Over the public consultation period, 1,175 consultation responses were received from a range of residents and stakeholders by email, letter and through completion of the online consultation form.

Future Chippenham road route options consultation feedback

- 1.10. The feedback to the consultation is outlined in section 4 of this report, and this is presented in the order that the questions were laid out in the consultation feedback form (see **Appendix T**). Where numerical feedback was provided, e.g. the ranking of the road route options under Questions 7 and 11, this data is arranged into graphs. Where written feedback was provided, this has been broken down into the key points raised and the number of times the same point was raised has been tallied to show which points of feedback were more frequently repeated. Points of feedback are grouped by theme, and an officer response provided for each of these themes. The full lists of summarised feedback can be found at **Appendices A - G**.
- 1.11. The feedback received identified that a significant number of respondents expressed an objection to any development of the Future Chippenham site, including the road and future housing and infrastructure. This included responses from a significant number of residents and several of the local town and parish councils, who voiced objections and concerns about issues including the quantum of proposed development, environmental impacts, climate change considerations, and traffic congestion.
- 1.12. All landowners with interests in the scheme supported the principle of the proposed scheme, some providing feedback with suggested alterations to the road route.
- 1.13. Feedback identified that there was a perceived lack of information about the benefits of the proposed scheme to the whole of Chippenham.

Road route preferences

- 1.14. A total of 565 respondents (48%) provided feedback to Question 7 of the consultation feedback form, which asked respondents to rank the three road route options in order of preference. Of those who gave an answer to this question, Option A (the outer route) received the highest number of first choice selections (45%). Option B (the middle route) received the lowest number of first choice selections (24%) but conversely received by far the most second choice selections (66%). Option C (the inner route) received fewer first choice selections than Option A (31%) but a much larger number of third choice selections (52%).

Figure 3: Responses to consultation form Question 7 – road route option preferences



- 1.15. The consultation output from Question 7 includes feedback from a number of key stakeholders, including Sport England and Abbeyfield School whose preferred route was recorded as being Option A (outer route); Stagecoach West bus providers and various landowners (Hallam Land, Gallagher and Gleeson Homes) whose preferred route was recorded as being Option B (middle route); and the National Trust whose preferred route was recorded as being Option C (inner route).
- 1.16. In addition, written responses from a number of other stakeholders were received, albeit not submitted via the consultation form. This included the Environment Agency who expressed a preference for a hybrid of Options A and B; the Chippenham Chamber of Commerce whose preference was for Option B; landowners (Chippenham 2020) who expressed a preference for Option B, and a landowner at Tytherton Lucas whose preference was for Option A.
- 1.17. A total of 334 respondents (28%) provided feedback to Question 11 of the consultation feedback form, which asked respondents to rank the two Pewsham link road options into order of preference. Of those who gave an answer to this question, Pewsham Link Option 1 was marginally favoured over Pewsham Link Option 3. Pewsham Link 1 received 52% first choice selections and Pewsham Link Option 3 received 48% first choice selections.

Figure 4: Responses to consultation form Question 11 – link road option preferences



Summary of written feedback

- 1.18. Alongside the road route ranking questions, the consultation enabled respondents to submit written feedback to elaborate on their responses and to raise any other issues they wished to bring to the council's attention. A significant volume of responses was received that addressed a broad range of topics. While most concerned matters related to the road route options, a large number also addressed wider issues relating to the masterplanning of the site and the Local Plan review allocation process. All comments received to the consultation have been summarised for the purpose of this report, and officer responses provided.
- 1.19. As noted above, for the purpose of reporting on written feedback this was broken down into the key points raised and the number of times the same point was raised was tallied to show

which points of feedback were more frequently repeated. The full lists of summarised feedback can be found at **Appendices A - G**.

1.20. The main issues raised during the consultation relevant to the road route options were around environmental and climate change and concerns over congestion. A significant number of respondents utilised the consultation to register an objection to the scheme in general, the planning process and quantum of proposed development in Chippenham and the consultation process.

1.21. The table below shows the number of points raised by theme, split by the question that they were raised in response to.

Figure 5: Number of individual points raised, ordered by theme

Blue = Question 6 (Important Issues)/emails or letters

Purple = Question 8 (Option A, Outer Route)

Green = Question 9 (Option B, Middle Route)

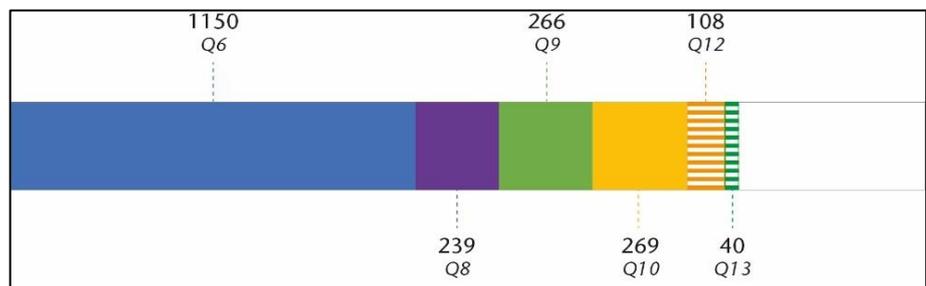
Orange = Question 10 (Option C, Inner Route)

Orange hatching = Question 12 (Pewsham Link 1)

Green hatching = Question 13 (Pewsham Link 3)

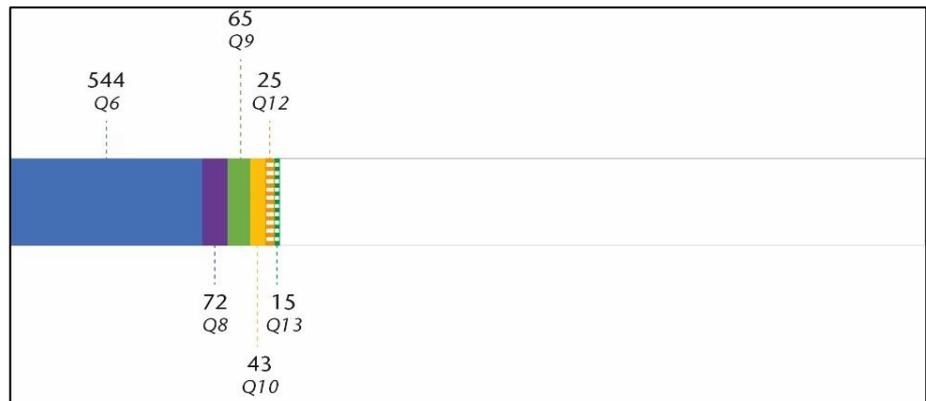
Transport - 2,072 individual points raised

Issues related to transport, connectivity, sustainable transport, congestion, and town centre traffic.



Climate change - 764 individual points raised

Issues related to climate change and the climate emergency, and issues related to flooding.



Pollution and air quality - 410 individual points raised

Issues related to pollution and effects of the road and associated development on air quality, noise, light and other sources of pollution.



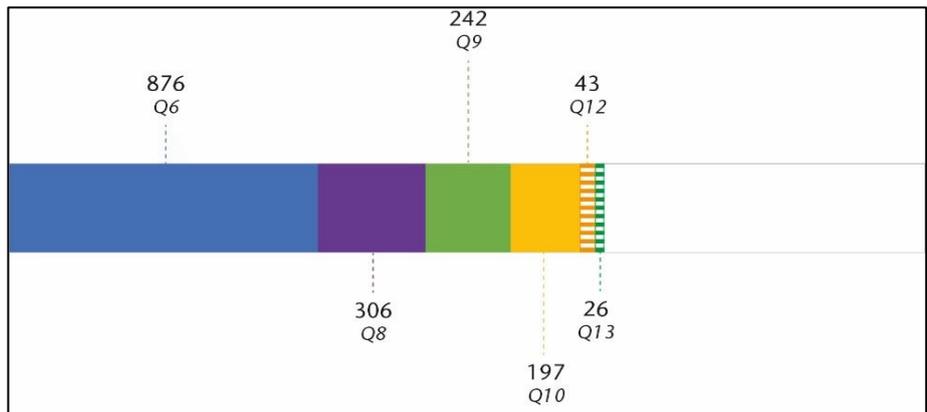
Ecology and environment
- 674 individual points raised

Issues related to the natural environment and ecology.



Landscape - 1,690 individual points raised

Issues relating to landscape and visual impacts, accessible open green space, and coalescence.



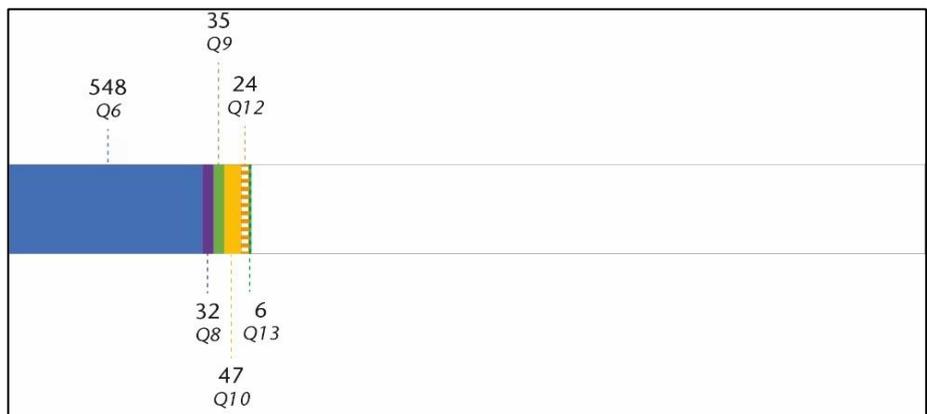
Heritage - 101 individual points raised

Issues relating to heritage assets, archaeology and historic landscape.



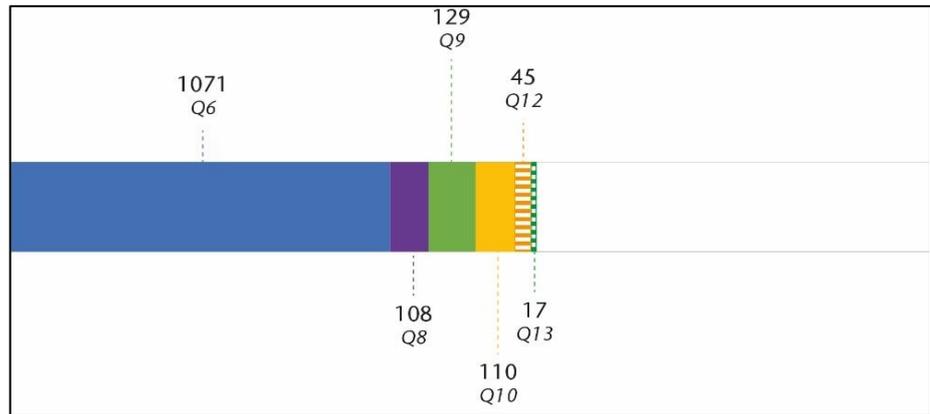
Economy and infrastructure - 692 individual points raised

Issues relating to employment, the economy, infrastructure and services, health, and wellbeing.



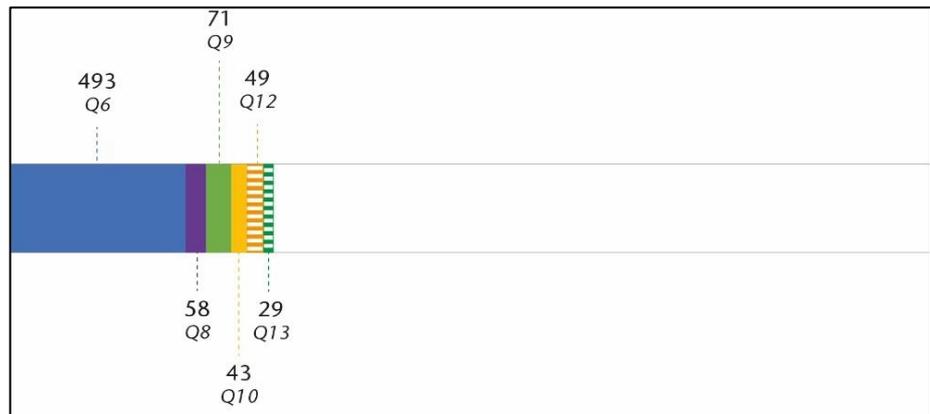
Planning - 1,480 individual points raised

Issues relating to wider principles of development set by the adopted and emerging development plan, the scale of development, matters relating to placemaking and planning process.



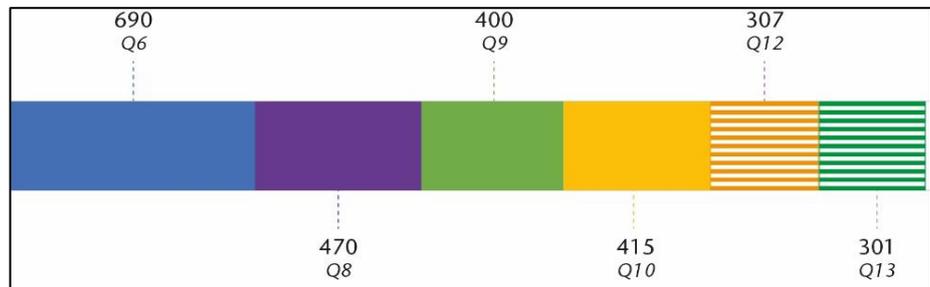
Consultation and process - 743 individual points raised

Issues relating to the processes leading up to and during the Future Chippenham road route options consultation, including feedback on the approach taken to the application for HIF funding, and the administrative detail of the public consultation.



General comments/ objections - 2,583 individual points raised

Issues relating to general in principle objections/general comments on the road and/or associated development.



1.22. The Future Chippenham team acknowledge this feedback and the officer responses contained within this report confirm how these have influenced the recommendation on the preferred route or, where these were not within the scope of the road route selection process, an explanation of how these comments will be considered through other aspects of the project, such as the subsequent masterplanning process for the site.

Clarity of information

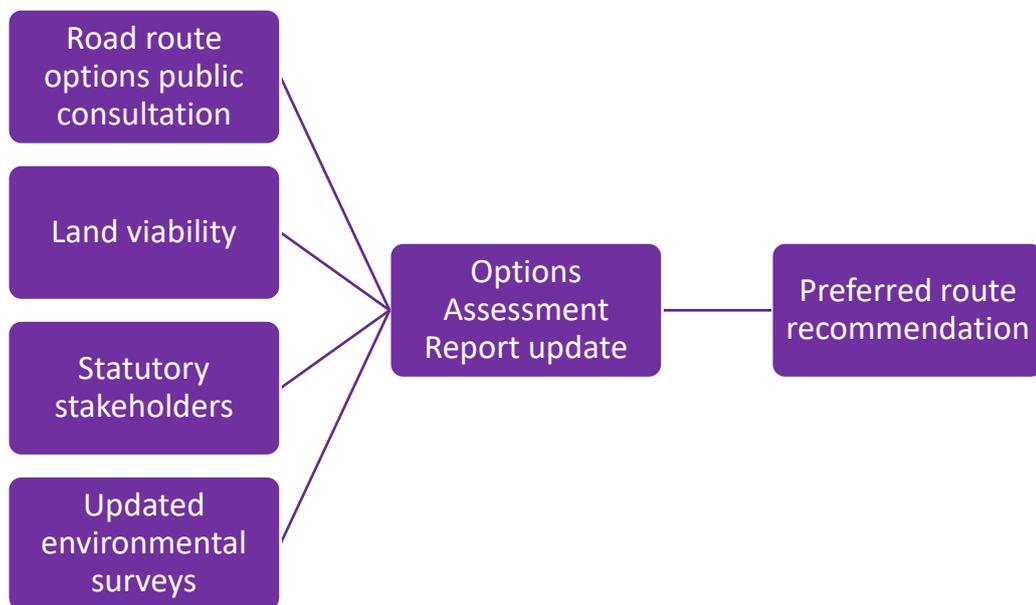
1.23. The significant response to the consultation identified an increased awareness of the scheme and the extended consultation timeframe of 8-weeks allowed for specific questions to be answered to inform consultation feedback responses. However, several concerns were raised

on the overall context of the road within the scheme and wider benefits that it offered and that these could have been communicated more effectively. A number of concerns were raised over the confusion between the Local Plan review consultation and that of the Future Chippenham road route options.

How the consultation feedback has influenced the preferred road route option

- 1.24. The feedback from this consultation is welcomed and provides valuable considerations which has been used to update the Options Assessment Report (OAR) and identify an emerging preferred route to inform the selection of the preferred road route. The diagram below illustrates the factors which have fed into the update to the OAR, illustrating that the outcome of this consultation, along with land viability assessment work, ongoing discussions with statutory stakeholders and updates to environmental surveys have all shaped the recommendations made on the proposed road route option.

Figure 6: Factors influencing the road route recommendation



- 1.25. It should be noted that the road route will continue to be refined during the design stages and within the constraints and opportunities identified as part of this ongoing process including but not limited, land survey results, environmental surveys, flood modelling etc.

Conclusion

- 1.26. The consultation identified a preference for a route more aligned to the outer route Option A (the outer route), although the route that received the least opposition was Option B (the middle route). This feedback will be used to inform the preferred road route selection process.
- 1.27. The consultation identified a considerable level of opposition to the proposed road and scheme. Whilst obtaining feedback on public support or objection to the principle of the project was not the purpose of the consultation, this information has been considered as part of the consultation feedback review and proposed next steps.

- 1.28. The comments that included suggestions and improvements to feed into the preferred route recommendation process have been passed to the design team for further consideration and incorporation into the scheme design, where appropriate.

Next steps

- 1.29. This report has been utilised to update the Options Assessment Report for the road route which in turn will provide a recommended route which will be considered by officers when making their recommendation for a preferred route selection.
- 1.30. Following a decision on a preferred route option the road element of the project will proceed through an outline design process. Alongside this, the project team will be preparing a Framework Masterplan to guide the wider mixed use development of the site. A further pre-application consultation on the Framework Masterplan is expected to take place in late summer/autumn 2021 to support a planning application for the road in winter 2021/22.
- 1.31. The Framework Masterplan for the Future Chippenham area will set out a series of design principles and landscaping requirements to ensure that new development is of a very high quality of design and enhanced by generous and appropriate landscape planting. A design code will also be developed which will set out place specific design standards and criteria that will be delivered through the development.
- 1.32. The Future Chippenham programme team is committed to delivering good design and high-quality place shaping based on national aspirations set out in the government's garden communities guidance¹.
- 1.33. There are no direct equality impacts from this report however there is an ongoing obligation of Cabinet as the relevant decision maker to keep the impacts that may arise under review. This is being managed by keeping the Equalities Impact Assessment under review and at all stages including consultation ensuring that any identified impacts are considered and appropriately dealt with.

¹ Garden Communities Toolkit, <https://www.gov.uk/guidance/garden-communities>

2. Introduction

- 2.1. The strategic vision for Chippenham, set out in the adopted Wiltshire Core Strategy, identifies a vision for Chippenham that meets local needs for jobs and housing while addressing some of the longstanding challenges it faces. This includes strategic issues, such as addressing town centre congestion, that require strategic investment which can be difficult to deliver through piecemeal development. The vision aspires to greater self-sufficiency in the town, so that the community can meet its living, work and leisure needs sustainably into the future.

The Future Chippenham potential site allocation

- 2.2. The long term strategic vision for Chippenham is currently being further explored through the Wiltshire Local Plan review² led by the council as Local Planning Authority, in light of the requirement to roll forward the Wiltshire Core Strategy to the next plan period taking into consideration the most up to date housing requirements. The Local Plan review has been the subject of a recent 'Regulation 18' public consultation which identified land to the south and east of Chippenham as a preferred site allocation with the potential to deliver the most sustainable location for future growth at Chippenham over the plan period up to 2036, and potentially beyond into the next plan period.
- 2.3. In view of the proposed allocation of land to the south and east of Chippenham, the Future Chippenham team are preparing a Framework Masterplan to demonstrate a strategic overview of how the site could be delivered, confirming its deliverability, viability and sustainability well into the future.
- 2.4. By 2046, it is envisioned that the Future Chippenham site could deliver sustainable new communities, essential infrastructure, and green spaces, including up to 7,500 homes, supported by local neighbourhood services and employment opportunities. It is envisaged that, should the Local Plan review allocate the site, the development will be led by a collaborative Framework Masterplan in consultation with all the landowners, to be endorsed or adopted by Wiltshire Council as a material planning consideration in the determination of future planning applications on the site.

Infrastructure led development to support a holistic approach to future growth and development

- 2.5. It is recognised that to deliver the significant growth envisaged will require significant investment into infrastructure supported by a holistic masterplanning approach to ensure that all the objectives and benefits identified can be delivered. These are also recognised as key requirements as part of the emerging Local Plan. The Future Chippenham site was acknowledged as a site that had potential for future development supported by infrastructure during the examination of the Chippenham Site Allocations Plan³.
- 2.6. In March 2019, Wiltshire Council submitted a bid to the Housing Infrastructure Fund (HIF) from Ministry of Housing Communities and Local Government and in November 2019, the

² Wiltshire Council, Local Plan review, available at: <https://www.wiltshire.gov.uk/article/1082/Local-Plan-Review>

³ Chippenham Site Allocations Plan, available at: <https://www.wiltshire.gov.uk/planning-policy-site-allocation-plan-chippenham>

council was successful in the award of a grant of £75 million. The grant ensures funding is available to contribute towards the cost of delivering strategic infrastructure in and around Chippenham to support the potential longer-term growth of the area, should the site be allocated in the Local Plan review. The Future Chippenham team have developed a draft Concept Framework to inform the assessment of potential route options for a new distributor road. Desk based and onsite assessments of the opportunities and constraints have been carried out, including assessments of ecological, flooding and heritage constraints. Based on the evidence prepared up until the start of the consultation period, three distributor road route options emerged along with two link road options which would serve to connect the new distributor road to Pewsham Way. This process and its findings were published in the Options Assessment Report and made available throughout the road route option consultation process.

- 2.7. In addition, as part of its bid process the council sought support from key stakeholders to secure the funding and support the potential development. The redacted HIF bid was published⁴ to support the consultation process.

Consultation on the road route options

- 2.8. In order to provide members of the public with an early and meaningful opportunity to comment and feedback on the road route options, the Future Chippenham team undertook a period of public consultation on the three potential road route options and two link road options between Friday 15th January and Friday 12th March 2021.
- 2.9. The feedback from the responses received has informed an update to the Options Assessment Report process and has fed into the selection of a recommended preferred route for the distributor road and Pewsham link road. This preferred route will continue to be developed as part of the more detailed design and be informed by site constraints and opportunities, and landowner negotiations as more information is gained.
- 2.10. This document provides a summary of the analyses of the feedback received to this consultation and details how this will influence the selection of a recommended preferred route and will influence the shaping of the subsequent Framework Masterplan.

⁴ HIF bid, available at: 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

3. Consultation process

- 3.1. The Future Chippenham road route options were the subject of public consultation that took place between Friday 15th January and Friday 12th March 2021.
- 3.2. As it is intended that the forthcoming Future Chippenham Framework Masterplan will be adopted or endorsed by the council to hold material weight in the determination of any future planning applications on the site, the approach to the consultation followed the prescription outlined for the preparation of Supplementary Planning Documents in Wiltshire Council's Statement of Community Involvement (SCI)⁵.
- 3.3. In July 2020, the council adopted a Temporary Arrangements supplement to the SCI⁶ which presents an interim approach to carrying out public consultation considering the restrictions imposed due to the COVID-19 pandemic. This approach is designed to minimise the requirement for face-to-face contact and physical handling of documents.
- 3.4. The programme for public engagement on the Future Chippenham road route options consultation adhered to the provisions set out in the Temporary Arrangements supplement to the SCI. For example, the Future Chippenham team undertook a series of live online webinar events to engage with interested parties rather than organising face-to-face events or exhibitions.

⁵ Wiltshire Council Statement of Community Involvement (SCI), July 2020, available at: https://www.wiltshire.gov.uk/media/4622/Wiltshire-Statement-of-Community-Involvement-2020/pdf/DM20_535_-_Statement_of_Community_Involvement_part_1_online6.pdf?m=637348359568430000

⁶ Wiltshire Council Statement of Community Involvement (SCI), Temporary Arrangements Supplement, July 2020, available at: https://www.wiltshire.gov.uk/media/4223/Statement-of-Community-Involvement-Temporary-Arrangements-2020/pdf/Statement_of_Community_Involvement_Temporary_Arrangements.pdf?m=637335218466200000

Figure 7: Summary overview of consultation statistics



Who was consulted?

- 3.5. Organisations, groups, and individuals set out within the Regulations⁷, the SCI and as outlined through the Future Chippenham Stakeholder and Community Engagement Strategy⁸ were notified of the start of the consultation period and how to comment and feedback into the consultation process.

⁷ The Town and Country Planning (Local Planning) (England) Regulations 2012, available at: <https://www.legislation.gov.uk/uksi/2012/767/contents/made>

⁸ Future Chippenham Stakeholder and Engagement Strategy https://www.wiltshire.gov.uk/media/5394/Future-Chippenham-Stakeholder-and-Community-Engagement-Strategy/pdf/Future_Chippenham_Stakeholder_and_Community_Engagement_Strategy.pdf?m=637436431171570000

- 3.6. This strategy was published by the Future Chippenham programme team at the meeting of Wiltshire Council's Cabinet October 2020 in advance of the consultation.
- 3.7. As the Future Chippenham project would be likely to affect local residents and those who live, work or study within the local area, it was decided that the consultation, whilst open to the public generally, should be focused on parts of Wiltshire that are likely to be most affected by the project. As such, the consultation outreach was focused on the Chippenham, Calne and Corsham Community Areas.
- 3.8. In addition, the Future Chippenham team undertook a considerable number of meetings with targeted consultees to inform key stakeholders about the project, both in the lead up and during the consultation period. This included:
- Abbeyfield School
 - Area Board meetings
 - Local landowners
 - Local land tenants
 - Town & Parish Council meetings
 - Wilts & Berks Canal Trust
- 3.9. A summary of when these meetings took place is set out at **Appendix H**.
- 3.10. The Future Chippenham team have also kept an ongoing and open dialogue with the various landowners and tenant farmers who may be affected by the scheme.

How were people consulted?

- 3.11. Consultees were made aware of the consultation through a variety of channels, including:
- Direct notifications by post to residential and business properties within 250m of the road route options. A copy of the letter can be viewed at **Appendix I**.
 - Direct notification emails to stakeholders where contact details were known, and notifications sent via a webform on stakeholder websites where contact details were not known. Reminder letters and emails were also issued prior to the consultation closing. A copy of the initial notification email and list of recipients can be viewed at **Appendix I**.
 - Announcements about the Future Chippenham road route options consultation on Wiltshire Council's website. See examples at **Appendix J**.
 - Announcements through Wiltshire Council e-newsletters to residents and businesses. See examples at **Appendix K**.
 - Social media communications during the consultation period. See excerpts at **Appendix L**.
 - Notices placed in the Wiltshire Times and Gazette and Herald newspapers. See excerpts and links at **Appendix M**.
 - Briefing note issued to council members and parish/town clerks. See **Appendix N**.
 - Examples of articles published by local media, local parish councils and interest groups during the consultation period. See list of examples at **Appendix O**.
 - Notices placed around the site. See examples at **Appendix P**.
 - Interview with Wiltshire Council's leader on BBC Radio Wiltshire on 15th January 2021.
- 3.12. Consultees were made aware that the consultation material was available to view on Wiltshire Council's website under a general information webpage about the Future Chippenham

project⁹, and a webpage containing specific information about the public consultation on the road route options¹⁰. The webpages also contained wider contextual information about the project, along with a series of answers to Frequently Asked Questions (FAQs).

- 3.13. Consultees were also informed that paper copies of the consultation material were available and could be posted out on request or collected from the council's offices at Monkton Park, by calling the council's Customer Services telephone number or emailing the Future Chippenham team. Over the consultation period, fifteen hard copy consultation packs were sent out on request.
- 3.14. The Future Chippenham road route options consultation was carried out in accordance with Wiltshire Council's Temporary Arrangements supplement to the SCI, with an increased focus of effort placed on reaching out to people online, alongside other permitted COVID-safe outreach methods such as announcements on local radio station, newspaper press releases, and posters placed in key outdoor locations with pedestrian traffic in Chippenham and the surrounding area.

Online webinar events

- 3.15. The Future Chippenham team undertook a series of three one hour-long online webinar events using Microsoft Teams. Attendees were offered the opportunity to ask questions before the webinars either by emailing the Future Chippenham email address, or during the webinars by using the Q&A function within Microsoft Teams. Details about each of the webinar events is set out below:

Webinar on Thursday 28th January at 11am

Webinar hosted by Wiltshire Council officers and consultants at Atkins Global, attended by 94 people. 155 people had registered to attend the event. A presentation was given including a brief contextual overview of the project and a detailed summary of the road route options that were the subject of the consultation. This was followed by a question and answer session where some of the questions that had been submitted in advance or through the webinar Q&A panel were responded to verbally. Following the webinar, written responses to all the questions that had been raised were provided by email to those who had registered and made available on the Future Chippenham webpage. A total of 83 questions were asked during/in advance of this webinar, which covered a broad range of topics. A copy of the question and answer document from this webinar can be viewed at **Appendix Q**. A recording of the webinar, which included subtitles, was also made available on the council's YouTube channel¹¹. At the close of consultation at 5pm on Friday 12th March 2021 the webinar recording had been viewed 414 times.

Webinar on Thursday 11th February at 7pm

Webinar hosted by Wiltshire Council officers and consultants at Atkins Global, attended by 66 people. 112 people had registered to attend the event. A presentation was given including a brief contextual overview of the project and a detailed summary of the road route options that were the subject of the consultation.

⁹ Future Chippenham webpage, available at: <https://www.wiltshire.gov.uk/future-chippenham>

¹⁰ Future Chippenham consultation webpage, available at: <https://www.wiltshire.gov.uk/future-chippenham-consultation>

¹¹ Webinar recording, 28th January 2021: <https://www.youtube.com/watch?v=8hLLK8AGuHo&feature=youtu.be>

This was followed by a question and answer session where some of the questions that had been submitted in advance or through the webinar Q&A panel were responded to verbally. Following the webinar, written responses to all the questions that had been raised were provided by email to those who had registered and made available on the Future Chippenham webpage. A total of 101 questions were asked during/in advance of this webinar, which covered a broad range of topics. A copy of the question and answer document from this webinar can be viewed at **Appendix R**. A recording of the webinar, which included subtitles, was also made available on the council's YouTube channel¹². At the close of consultation at 5pm on Friday 12th March 2021 the webinar recording had been viewed 149 times.

Webinar on Saturday 20th February at 11am (Additional Q&A event)

Webinar hosted by Wiltshire Council officers and consultants at Atkins Global, attended by 41 people. 62 people had registered to attend the event. The event was split into sections dealing with common themes that had arisen from the responses to the consultation so far received. This included, transport and movement, environmental considerations and the masterplanning approach. A brief response was given to the frequently asked questions on each of these themes followed by an extended period answering questions that had been submitted on each of these themes. Towards the end of the webinar, time was allotted to responding to questions on matters that fell outside of the scope of the key themes identified. Following the webinar, written responses to questions that had been raised were provided by email to those who had registered and made available on the Future Chippenham webpage. A total of 76 questions were asked during/in advance of this webinar, which covered a broad range of topics. A copy of the question and answer document from this webinar can be viewed at **Appendix S**. A recording of the webinar, which included subtitles, was also made available on the council's YouTube channel¹³. At the close of consultation at 5pm on Friday 12th March 2021 the webinar recording had been viewed 123 times.

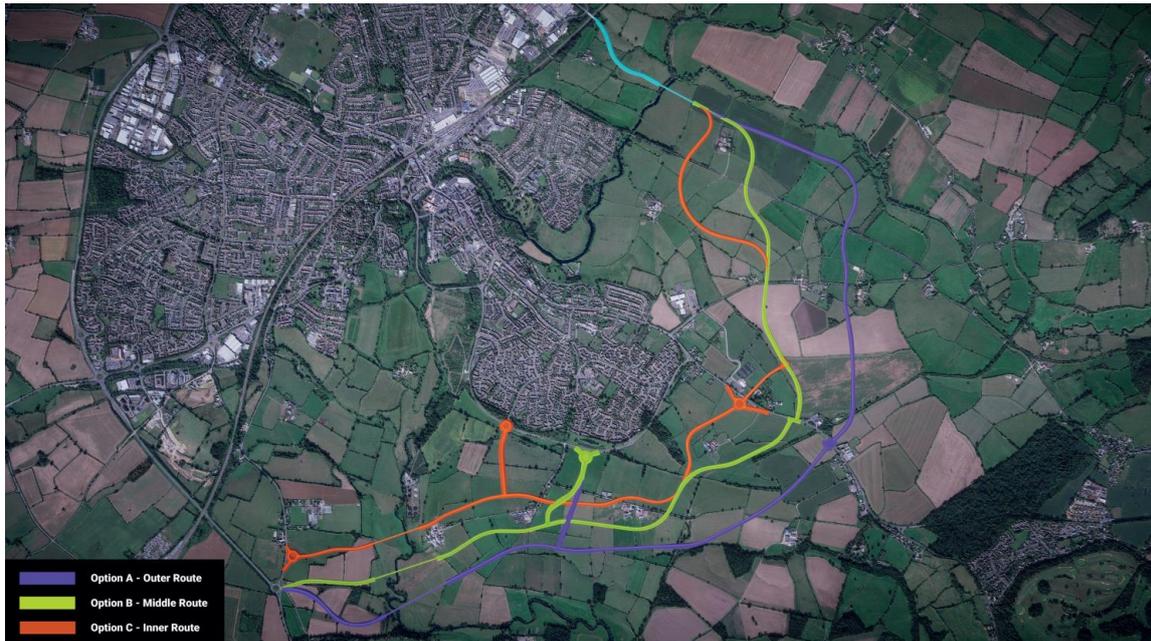
What was being consulted on?

- 3.16. The consultation focused on gaining feedback on the potential road route options for the Future Chippenham distributor road to support development of up to 7,500 homes across the site in the current and next local plan periods.

¹² Webinar recording, 11th February 2021: <https://www.youtube.com/watch?v=IhrsDGzoTs8&feature=youtu.be>

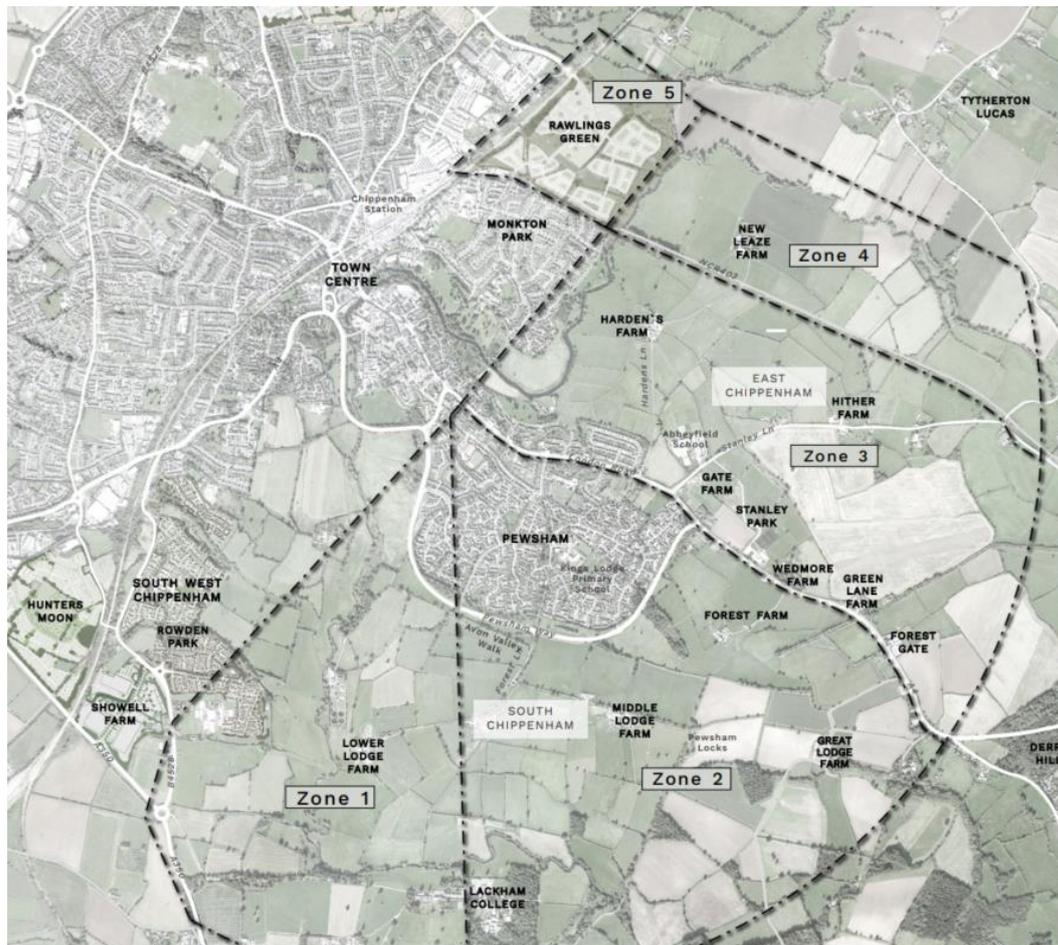
¹³ Webinar recording, 20th February 2021: <https://www.youtube.com/watch?v=6UpOGAT7ahg>

Figure 1: Future Chippenham road route options map



3.17. The consultation sought feedback on the road route options in 5 identified zones.

Figure 2: Consultation zones 1-5



The consultation material

- 3.18. The following consultation material was made available for comment during the consultation period:
- Map showing all road route options (Attached at **Appendix T**)
This provided a map overview of the three road route options and the two link road options that were being consulted on.
 - Public consultation leaflet (Attached at **Appendix U**)
This provided a summary of the context and objectives of the wider Future Chippenham project, its relationship with the Local Plan review process, a non-technical summary of the key considerations surrounding the road route options, and a high-level summary of milestones for the project.
 - Video to explain the road route options¹⁴
The video summarised the content of the public consultation leaflet and included a narrated flyover view of the road route options. The video was made available to use on the Council's YouTube channel and links to the site were available in both the consultation material and on the webpage. Two versions of the video were provided, both with and without subtitles. At the close of consultation at 5pm on Friday 12th March 2021 the two videos had collectively been viewed 13,182 times.
- 3.19. Several other additional evidence base technical reports were also provided to underpin the work that had so far been undertaken to inform the road route options presented through the consultation. This included:
- Options Assessment Report summary¹⁵
 - Future Chippenham Distributor Road - Options Assessment Plans¹⁶
 - Preliminary Environmental Assessment of Options Report (PEAOR) – summary report¹⁷
 - Preliminary Environmental Assessment of Options Report (PEAOR) – full report¹⁸
- 3.20. The consultation webpage also contained a number of Frequently Asked Questions (FAQs) concerning the project, the consultation process, and the decision-making process.

¹⁴ Road route options consultation video, YouTube, available at:

<https://www.youtube.com/watch?v=StYIbF3jHYA>

¹⁵ Options Assessment Report summary, available at: https://www.wiltshire.gov.uk/media/5744/Options-Assessment-Summary/pdf/OAR_summary.pdf?m=637463266543230000

¹⁶ Future Chippenham Distributor Road – Options Assessment Plans, available at:

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

¹⁷ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from:

<https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

¹⁸ Preliminary Environmental Assessment of Options Report (PEAOR) full report, available from:

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

How could people respond to the consultation?

- 3.21. Representors were offered several ways to respond to the consultation. An online consultation feedback form could be completed and submitted via Wiltshire Council's website. Alternatively, a copy of the consultation feedback form could be submitted by email or post. A copy of the consultation feedback form can be viewed at **Appendix V**. Respondents could also submit written comments by letter or email.

- 3.22. The consultation was conducted in accordance with the provisions set out in the Temporary Arrangements supplement to the SCI and therefore was widely accessible to a broad range of consultees allowing all those with an interest in the Future Chippenham road route options to comment.

4. Summary of consultation responses

- 4.1. Over the consultation period 1,175 duly made representations were received. This comprised:
- 951 submitted using the Future Chippenham consultation survey form¹⁹
 - 224 submitted by email or letter only
- 4.2. A full schedule of the responses that were received over the consultation period can be found at **Appendix W**. Personal information has been redacted.

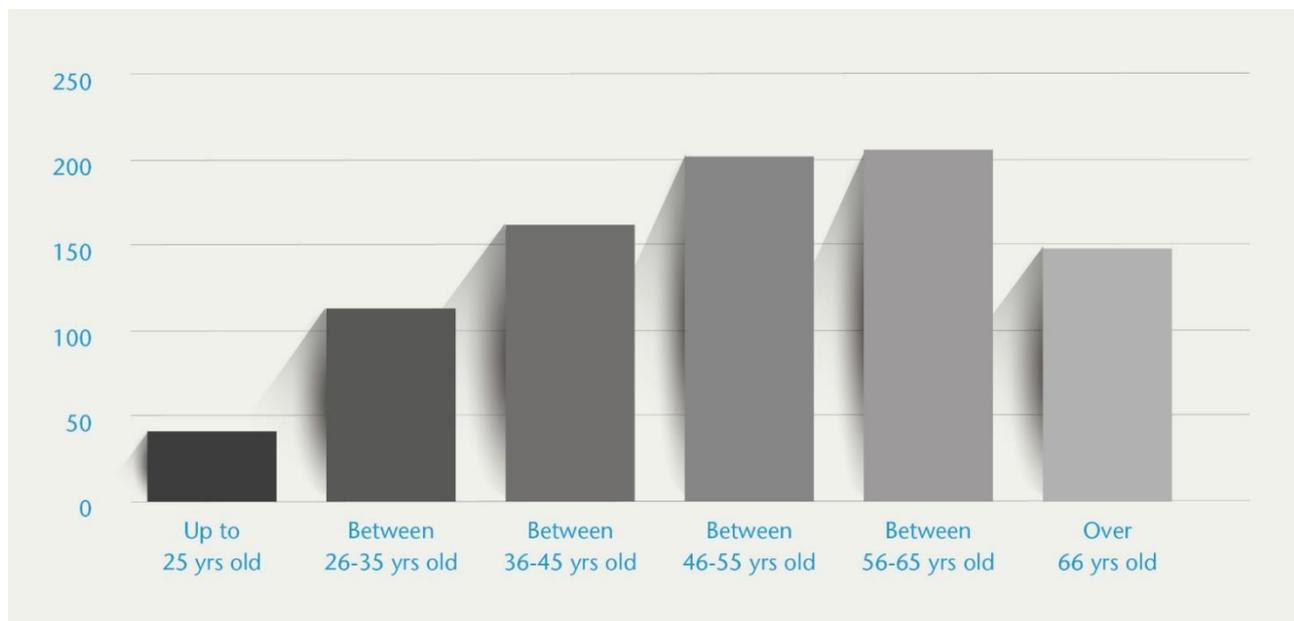
Analysis of respondent demographics

- 4.3. The consultation form invited respondents to provide details about age and location to enable a better understanding of consultee demographics.

Age profile of respondents

- 4.4. There were 872 respondents who answered Question 3 of the consultation form, relating to age demographics. Of those who responded, 41 (4.7%) were aged up to 25 years old, 113 (13%) were between 26-35 years old, 162 (18.6%) were between 36-45 years old, 202 (23.2%) were between 46-55 years old, 206 (23.6%) were between 56-65 years old and 148 (17%) were over 66 years old.

Figure 8: Graph showing respondent demographics by age

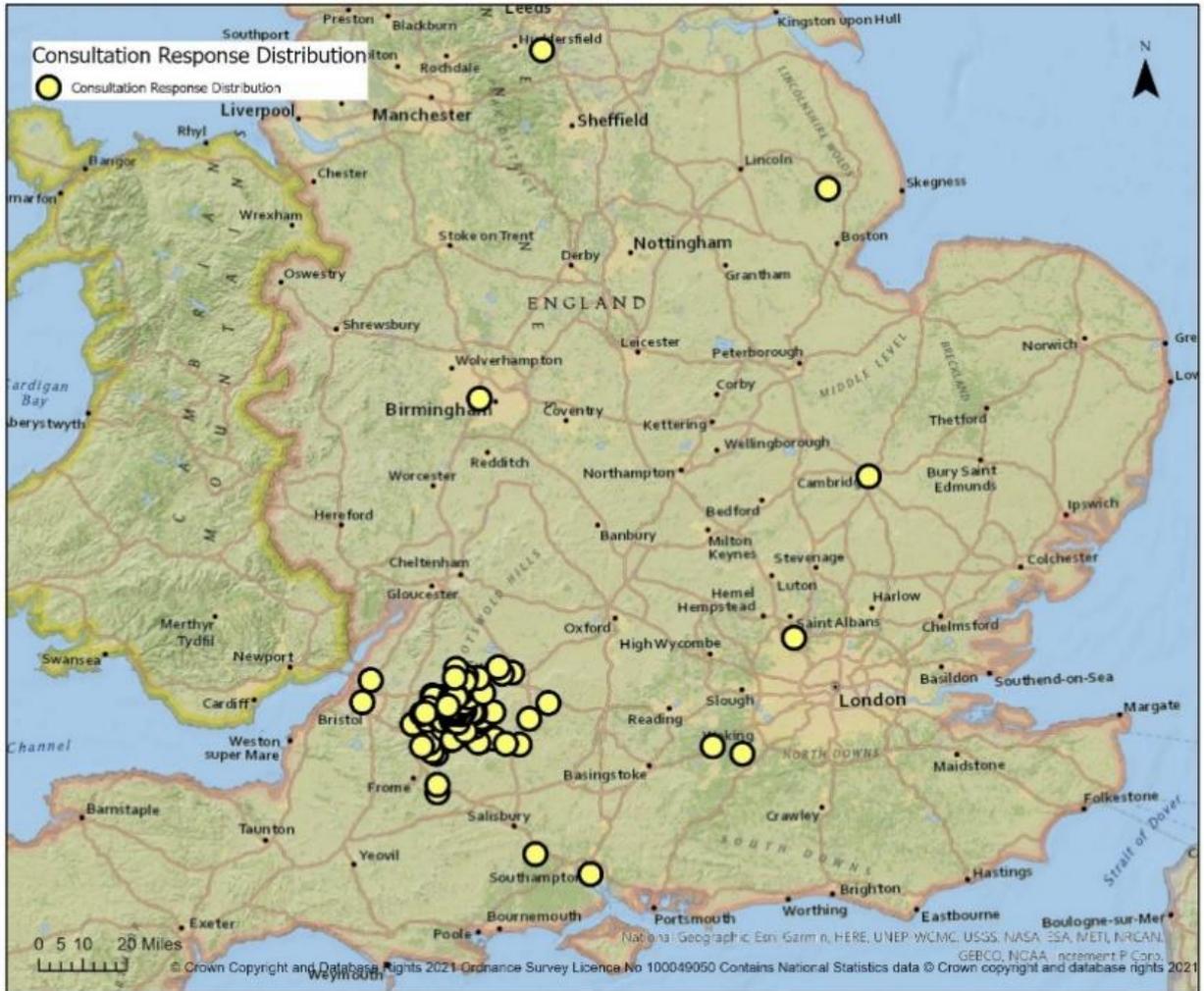


¹⁹ A small number of respondents who completed the consultation form also provided supplementary feedback by email or letter and these were grouped together as a single response where identified. For the purpose of recording, these are counted as responses using the consultation form rather than email or letter.

Profile of respondents by location

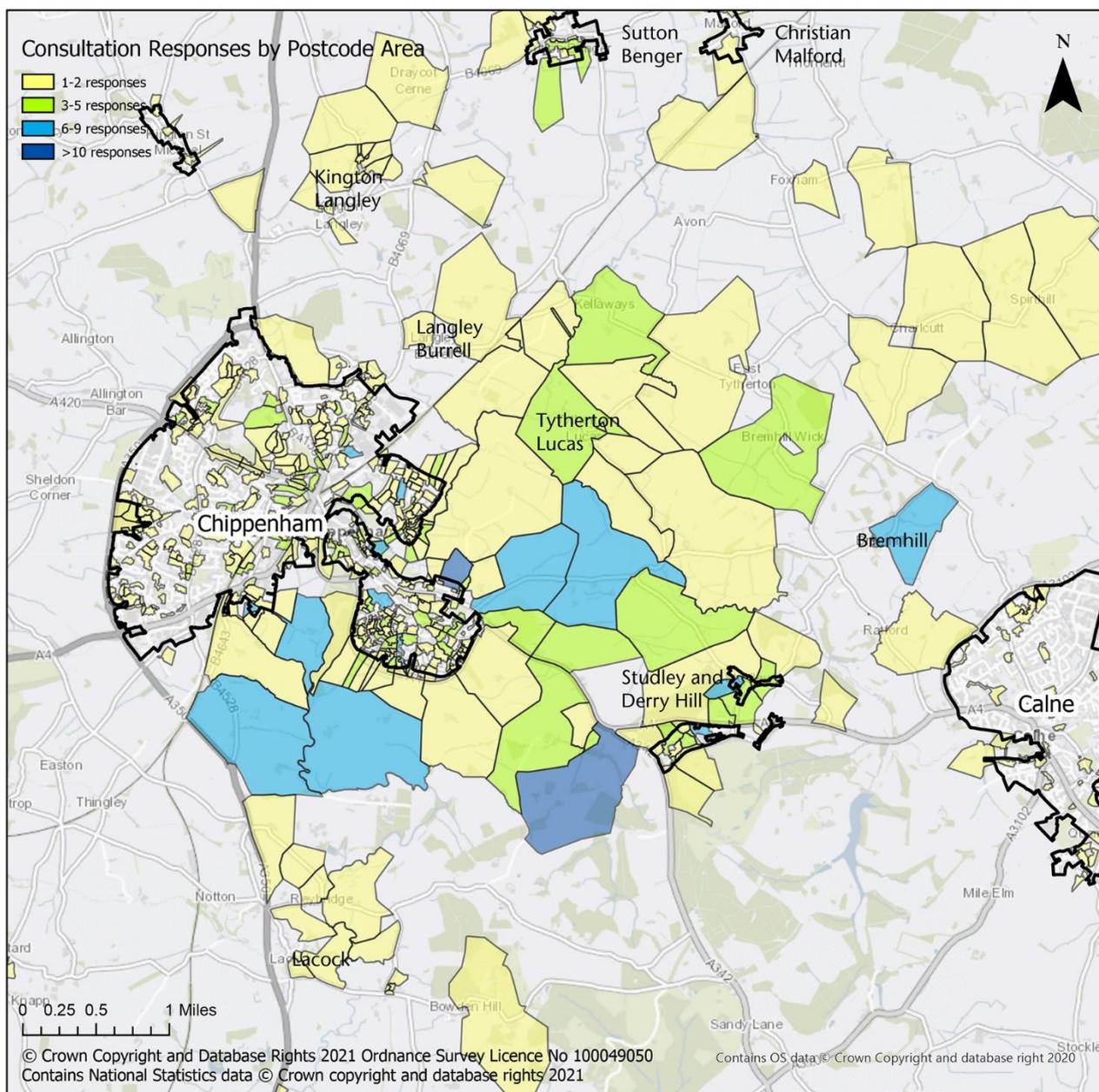
- 4.5. From the post codes that were supplied by respondents answering Question 4 or through representations submitted separately by email or letter, the map below shows the broad spatial distribution of the responses. This shows a cluster of responses in the Chippenham and surrounding area.

Figure 9: Map showing spatial distribution of respondents (England)



- 4.6. From the post codes that were made available, a more detailed picture can be drawn of the spatial distribution and number of responses received in the Chippenham/Calne area. This shows concentrated levels of interest from respondents within and close to the Future Chippenham area, with broad interest from most areas within Chippenham and some areas of Calne and the outlying villages.

Figure 10: Map showing spatial distribution of respondents (Future Chippenham area)



Analysis of consultation responses

4.7. The following section sets out a summary and analysis of the consultation responses that were received in relation to the Future Chippenham road route options consultation. Whilst the purpose of the consultation related to a choice of road route options a number of respondents took up the opportunity to express views on the underlying housing requirement and/or the need for the road. This section is therefore laid out as follows:

- 'No road' feedback submissions
- Summary of responses and officer feedback:

Consultation form question	Feedback
Consultation form questions 5 and 6/Email and letter responses: Key issues	These responses have fed into the decision-making process on the road route options, through an update to the Options Assessment Report. These comments will also be used to inform the development of the Framework Masterplan where relevant.
Consultation form questions 7, 8, 9 and 10/Email and letter responses: Preferred route of the distributor road	
Consultation form questions 11, 12 and 13/Email and letter responses: Preferred route of the Pewsham link road	
Consultation form questions 14, 15, 16, and 17: Statistical data relating to preferred modes of transport	These responses will be used to inform the development of a Framework Masterplan for the site and inform future transport modelling.

'No road' feedback submissions

- 4.8. The Future Chippenham road route options consultation took place broadly in parallel with, but entirely separate from, Wiltshire Council's consultation on the Local Plan review²⁰. The emerging Local Plan review that was subject to recent 'Regulation 18' consultation identifies the Future Chippenham site as possibly the most sustainable option for strategic growth at Chippenham up to 2036, with the potential to deliver into the next plan period. It also confirms that a new road would be required to support this development, in order to avoid unacceptable impacts on the highways network and to facilitate development. The outcome of the Local Plan review process will determine whether the site is to be selected as a preferred site for development.
- 4.9. The Future Chippenham road route options consultation took place around a working assumption that the project could be taken forward should an appropriate allocation be made in the Local Plan review. As such, the consultation form did not include a specific question asking for feedback on whether or not consultees supported the new road in principle, as it had already been confirmed that should there be any such development a new road will be required to avoid insurmountable negative impacts on the existing highways network.
- 4.10. The consultation did enable consultees who wished to record their objection to any road through a number of free text fields built into the consultation form. In addition, consultees could choose to send an email or letter instead of completing the consultation form.
- 4.11. The Future Chippenham team acknowledge that a significant proportion of respondents chose to submit an in-principle objection to any new road, or objection to the principle of development on this scale generally on the site.

²⁰ Wiltshire Local, Local Plan Review consultation, available at: www.wiltshire.gov.uk/planning-policy-local-plan-review-consultation

Summary of responses to consultation survey questions relating to the road route options and officer feedback

- 4.12. The following section sets out a summary of the responses received through the Future Chippenham road route options consultation form and responses that were submitted by email or letter during the consultation period. This section is broadly laid out corresponding to the layout of the consultation form, as follows:

Consultation survey question	Description
<i>Consultation form questions 5 and 6/Email and letter responses: Key issues</i>	This summarises the answers that were provided to questions 5 and 6 of the consultation form and summarises the email and letter responses that provided general comments and feedback on the key issues for the project.
<i>Consultation form questions 7, 8, 9 and 10/Email and letter responses: Preferred route of the distributor road</i>	This summarises the answers that were provided to questions 7, 8, 9 and 10 of the consultation form, and summarises the email and letter responses that made specific comments relating to any of the three road route options presented.
<i>Consultation form questions 11, 12 and 13/Email and letter responses: Preferred route of the Pewsham link road</i>	This summarises the answers that were provided to questions 11, 12 and 13 of the consultation form, and summarises the email and letter responses that made specific comments relating to any of the two link road route options presented.
<i>Consultation form questions 14, 15, 16, 17 and 18: Statistical data relating to preferred modes of transport</i>	This sets out a summary of the statistical data representing respondents preferred modes of travel in the Chippenham area and reasons for making journeys. No analysis of the data is provided, but this will help to inform the project moving forward.

Questions 5 and 6/Email and letter responses: Important issues

Summary of responses to Question 5

- 4.13. There were 899 responses received to Question 5 which asked respondents to consider the following:

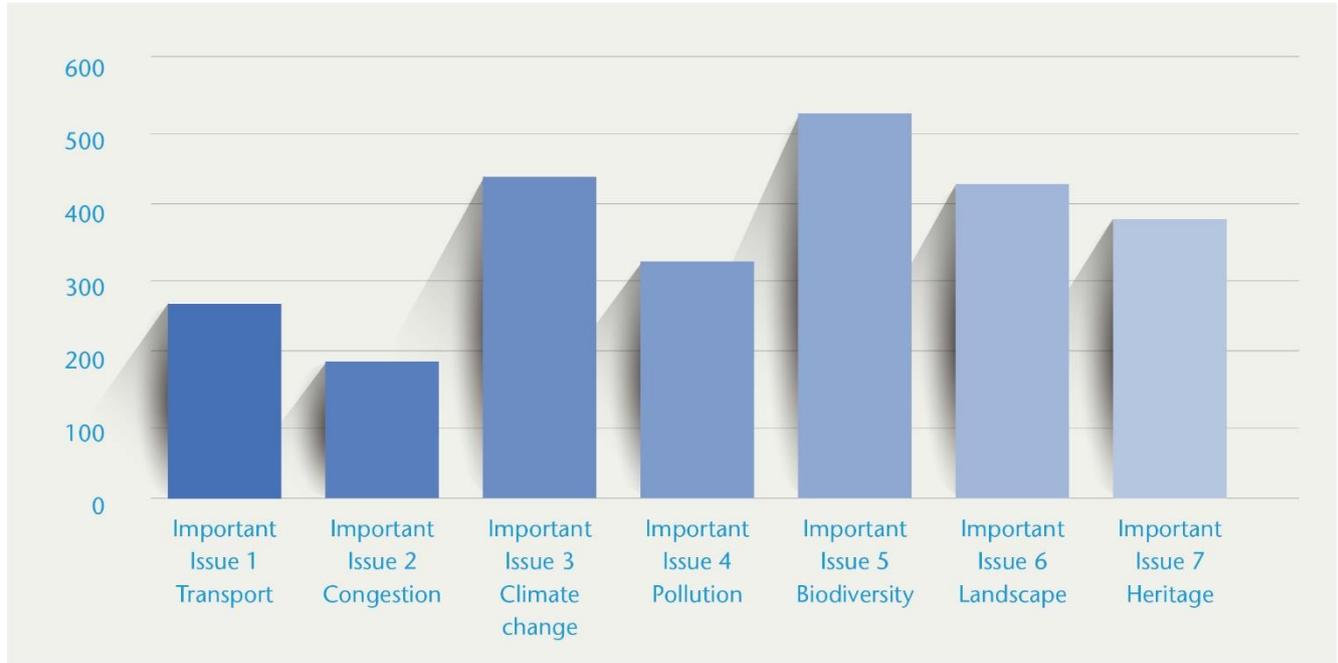
Thinking about the options for the potential route of the distributor road and link road, what do you consider are the most important issues that the council should be considering?

Important Issue No.	Descriptions
1.	Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles, and pedestrians
2	Easing traffic congestion and improving journey times
3.	Climate change adaptation/mitigation
4.	Reducing air/noise pollution
5.	Protecting and enhancing biodiversity e.g. animal and plant habitats

6.	Protecting and enhancing landscape and visual amenity
7.	Preserving and protecting heritage assets
8.	Other

4.14. Of the 899 responses received to this question, the following feedback was received:

Figure 11: Graph showing responses to consultation form Question 5



- 4.15. The responses to this question indicated that generally all of the issues identified were considered to be of importance to a significant proportion of respondents who answered this question. However, it was clear that matters relating to the environment – biodiversity, landscape and climate change were of particular importance. Issues surrounding congestion were of less importance to those responding to this question.
- 4.16. Where consultees felt there to be one or more additional Important Issues, these could be provided within a free text field under 'Other'. There were 455 responses received providing additional comments to Questions 5. Of these 455 responses nearly half (221) specifically referenced a preference for there to be no development of a road. Other important issues raised included the need to preserve/avoid impact on landscape setting (36); to not build any new houses (21); to avoid urban sprawl/overdevelopment of Chippenham (15); and to preserve agricultural land (14). Other feedback included more detailed aspects of the road design, connectivity and environmental issues. This is valuable insight which will be fed back to the road design team and used to inform the Framework Masterplan. A full summarised list of responses to Question 5 'Other', alongside the number of times each point was raised can be found at **Appendix A**.
- 4.17. Question 6 provided respondents with a free text field within which they could elaborate on their responses and provide any other comments. A significant number of respondents also provided general comments and feedback on Important Issues and matters of principle via email or letter, and these have been grouped together with responses to Question 6. The feedback provided was reviewed and broken down into a series of separate themes, and listed

as individual points made, alongside a record of the number of times the same point was raised by different respondents. The full lists of summarised points raised under Question 6 can be found at **Appendix B (1-10)**. The comments received were grouped under the following broad themes:

- Transport
- Climate change and flooding
- Pollution and air quality
- Ecology and environment
- Landscape
- Heritage
- Economy and infrastructure
- Planning
- Consultation and process
- General

- 4.18. A high-level summary of the comments received is set out below along with officer responses to the points raised. Where appropriate the officer responses explain how the points raised have and will influence the project going forward, including through road design, road route options decision making, and the subsequent Framework Masterplanning process.

Summary of responses to Question 6

Summary of responses to Question 6 – Important Issues

Theme: Transport (Appendix B1)

Sustainable Transport

There were 557 responses made via Question 6 of the consultation form, or made via email or letter that were judged to fall within the theme of sustainable transport, transport, and connectivity. A significant number of respondents raised concerns over the potential loss of recreation space including footpaths, cycleways etc and raised concerns that the scheme could be promoting unsustainable transport into the future. Other concerns and issues raised were around promotion and investment and promotion is required to support more sustainable modes of transport.

Sustainable Transport: Future Chippenham officer response

Delivering truly sustainable development will be at the heart of the Framework Masterplan and the road, whichever route is preferred, will be designed to promote sustainable transport as a principle objective with the provision of segregated cycling and walking routes as well as seeking to enhance public transport where possible. In particular it is important to provide evidence to enable residents to engage meaningfully in the process when considering the opportunities to deliver sustainable transport solutions for their town.

A draft Concept Framework plan for Future Chippenham identifies sustainable transport opportunities and aspirations and this will be further developed into a Framework Masterplan for the whole area to show how the road will sit in context and deliver benefits to the whole town.

Summary of responses to Question 6 – Important Issues

The responses received provide valuable insight which will be taken into consideration through the subsequent stage of preparing a wider Framework Masterplan for the site. The Framework Masterplan will be accompanied and underpinned by a sustainable transport strategy which will explain how the objectives of optimising sustainable transport patterns can and will be achieved.

This sustainable transport strategy will also address walking, cycling and public transport. Where appropriate, segregated pedestrian and cycle routes will be provided alongside the distributor road and roads through any development that the road unlocks. Public transport links will also be a key consideration. Wherever possible cycle and pedestrian routes will be extended and links to existing networks towards Chippenham town centre, and the surrounding areas will be provided.

Public rights of way will be improved where appropriate, and it will be ensured that safe crossing points are improved where necessary. Responses relating to public rights of way are welcomed and will be taken into consideration through the subsequent stage of preparing a wider Framework Masterplan for the site. The Public Rights of Way network will be protected and, where appropriate, enhanced through the development of the site. Wherever possible, rights of way will be retained in their existing layout, and only where diversions are absolutely necessary to the delivery of the development will suitable diversions to the network be proposed.

Where it is possible, opportunities to extend bus routes will be considered, introduced, and improved with the introduction of any housing development that could be unlocked by the delivery of the distributor road. Some of the responses relating to public transport, provide valuable insight and will be taken into consideration through the subsequent stage of preparing a wider Framework Masterplan for the site.

Sustainable transport will be integral to the development and it will be ensured that space for bus stops is incorporated into the design of the distributor road, where appropriate. The Framework Masterplan will consider as a priority the promotion of sustainable modes of transport including the use of low emission vehicles, cycling and walking and seek opportunities through wider improvements to reduce town centre congestion which has an impact on air quality.

Town centre traffic, congestion and journey time

There were 593 responses made via Question 6 of the consultation form, or made via email or letter that covered issues relating to traffic congestion in and around the site and the town centre, or relating to impacts on journey times. A significant number of respondents expressed a view that the scheme would make traffic and congestion worse on the existing highways network and these concerns were echoed by Calne Town Council and Chippenham Town Council. Some respondents raised issues around potential impacts on work/travel patterns following the COVID-19 pandemic and suggested a requirement to take time to consider these in more detail before progressing with the proposed scheme. Other concerns and issues raised were around accessibility to the train station, additional road schemes and highway safety.

Town centre traffic, congestion and journey time - Future Chippenham officer response

In line with national planning legislation, it is a requirement of the council's Local Plan to identify how and where projected housing needs for the next 20 years can be met in the most environmentally sustainable way.

Therefore, given that Chippenham will need new homes, the function of the new road is to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre, improve connectivity and travel within and around the town. Evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

The traffic modelling for Chippenham identifies existing and future issues regarding congestion and air quality at key points in the town centre for which the Future Chippenham scheme will provide some mitigation. Upgrades to additional existing key junctions such as the Malmesbury roundabout, Chequers etc are also included as part of the scheme, delivering a holistic approach to ensuring the highways network can meet the short medium and long term needs that the Future Chippenham scheme may require. The Framework Masterplan will provide a phased approach to long-term development to ensure the appropriate infrastructure is delivered at the right time.

In addition, the project has secured funding to provide input in the proposed upgrade to Junction 17 of the M4. Although the initial impacts of the COVID-19 pandemic and national and local lockdowns did show an impact on highway use, there is no evidence at this stage that this will continue post lockdown and as we emerge from the pandemic. The distribution of traffic and accessibility to the land to provide housing will remain a necessity and as such it is considered that the distributor road delivers the requirements for the housing and provides additional benefits to address traffic congestion in and around the town.

The aim of the project is not to deliver a bypass. The function of the new road is to unlock land to support the delivery of identified housing and employment needs, and provide a significant distribution route which will provide opportunities alongside other junction improvement to reduce traffic congestion in the town centre, improve connectivity and travel within and around the town as well as alleviating pressure on existing highways.

The road should not be considered a bypass but rather a distributor road that serves development associated with it. The design and the traffic speed will reflect this. Generally, the national speed limit on street lit roads is 30 mph. Roads suitable for a 40-mph limit are generally higher quality suburban roads or those on the outskirts of urban areas where there is little development. As the distributor road is likely to become an urban street lit road it is likely that the speed limit will be 30mph as detailed within the consultation documentation.

There have been a number of concerns raised regarding the impact this development will have on other strategic roads and connector roads around the development site, in particular those around the rural villages, Calne and other neighbouring towns. A further review of the traffic modelling is ongoing and whichever route is identified as the preferred route will inform

Summary of responses to Question 6 – Important Issues

this further. This information will seek to identify opportunities to ensure that primary routes are utilised to distribute traffic where possible, through existing highway powers.

The project includes a critical link road off Pewsham Way, that provides opportunities to reduce traffic congestion on this and linked highway networks and also an additional point of access to the proposed housing development and local centre. Traffic modelling identifies that this is essential to manage congestion and provide important connectivity to the existing Pewsham development.

Theme: Climate change and flooding (Appendix B2)

Climate Change

There were 445 responses made via Question 6 of the consultation form, or made via email or letter that were judged to fall under the broad theme of climate change. Issues raised included that the council should be demonstrating a commitment to meeting the challenges of the climate emergency and there were some concerns about Future Chippenham's ability to address the challenges faced. Concerns were also raised with the perceived carbon cost of the project, and the impacts on ecology, carbon sinks and soils. Requests were also made for any development to be exemplar in terms of sustainability and carbon neutrality.

Climate Change – Future Chippenham officer response

Addressing the climate emergency is an underpinning objective for the Future Chippenham project. Given that Chippenham will need new homes, the function of the new road is to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre and improve connectivity and travel within and around the town.

The Future Chippenham team consider all evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

Part of this will be the focus on supporting self-containment through the delivery of jobs, services and facilities which enable residents to meet their everyday needs within the town itself rather than needing to travel. Futureproofing development so that new builds are constructed to policy compliant carbon standards, alongside a framework of significant green infrastructure, spaces for nature and sustainable transport opportunities will also be critical.

These matters will be addressed through the subsequent stage of preparing the Framework Masterplan for the site. Garden settlement principles will be applied, with decarbonisation and the need to meet the challenges of the climate emergency will be underpinning principles. The Future Chippenham project will seek to be aspirational and identify opportunities to exceed planning policy requirements wherever practicable. Consideration will be given to extend initiatives within the proposed Framework Masterplan area and the wider area so that the town moves towards the same objectives and goals.

Flooding

There were 99 responses made via Question 6 of the consultation form, or made via email or letter commenting about flooding and flood risk. A large proportion of these were general concerns that the development could exacerbate existing issues of flooding in and around the subject area. Others made reference to specific areas of concern that were considered to be put at risk of flooding. Concerns were also raised about impacts on the water table and water quality. The Environment Agency commented that impacts on watercourses should be sought to be addressed by minimising the number and width of river/flood plain crossings in a way that does not impede flood water flow, interfere with the natural behaviour of the channels or create any barrier to the movement of wildlife. The Environment Agency also noted that development of road infrastructure must not increase flood risk elsewhere, and should deliver flood risk betterment overall.

Flooding – Future Chippenham officer response

The rivers in and around the site are important features in the landscape as well as being environmental assets, and will be key considerations in the design and layout of the site in the Framework Masterplan.

Desk based assessments of the water environment were carried out in support of the road route options stage, which set out a number of mitigation measures to be employed to reduce runoff and pollution from construction activities into local watercourses and groundwater receptors. This is further detailed within Section 4.5 of the PEAOR summary report²¹.

Proposals for development of the site will be further supported and informed by detailed flood risk assessments. A principle that will underpin the Framework Masterplan will be to, wherever possible, identify and avoid development in areas at risk of flooding (Flood Zones 2 and 3). Where some impact is seen as unavoidable then suitable mitigation will be discussed and agreed with the appropriate drainage bodies. Ongoing assessment work will identify areas that are more susceptible to flooding, including groundwater flooding, and identify mitigation and drainage strategies to be put in place.

It is expected that the development proposals will include measures to alleviate flood risk in some areas.

The Environment Agency's comments are noted and will be taken into account when considering the final route recommendation.

²¹ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Theme: Pollution and air quality (Appendix B3)

Pollution and air quality

There were 256 responses made via Question 6 of the consultation form, or made via email or letter that addressed matters relating to pollution and air quality. A main concern for many respondents related to the perception that the development would create or exacerbate existing air quality/air pollution issues in and around Chippenham, or lead to issues elsewhere as a result of the development. Similar concerns were raised regarding the potential for exacerbating the impacts of noise pollution, light pollution, and to a lesser degree littering and other contaminants in the environment. Some requests were made for mitigation measures to be introduced such as additional tree planting, and routing away from existing properties.

Pollution and air quality – Future Chippenham officer response

The draft Concept Framework plan that supported the road route options assessment provided the foundations to ensure that pollution and air quality were considered from the outset.

The Framework Masterplan will address the need to minimise the impacts of air pollution, light pollution, and noise pollution. All comments regarding pollution, air quality, noise and light pollution provide valuable information which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the wider site and design of the final road route. All aspects of pollution will be further assessed as part of the development of the wider Framework Masterplan and road design to be accompanied by an overarching Environmental Impact Assessment. This will clearly outline potential impacts and proposed measures identified as necessary to mitigate them. Potential impacts during construction will also be avoided, where possible, and if not possible mitigated by employing best practise construction practice.

Whilst air quality modelling or noise impacts assessments are yet to be undertaken, it is recognised that selection of a route located furthest from pollutant receptors would assist in reducing potential air quality impacts, and there is potential for the use of noise dulling barriers (such as landscape bunding) to help ameliorate the impacts of noise.

Theme: Ecology and environment (Appendix B4)

Ecology

There were 363 responses made via Question 6 of the consultation form, or made via email or letter addressing matters relating to ecology. Key concerns from a large number of respondents revolved around the potential for the development to result in harm to the natural environment, habitats, specific species, and biodiversity more generally. Some expressed a desire to see any development on the site to deliver overall improvement to ecological conditions, or biodiversity net gain, such as provision of spaces for wildlife and

Summary of responses to Question 6 – Important Issues

green corridors and connections. Concerns were also raised regarding the potential for impacts on the ecological condition of the rivers, and the Environment Agency noted that where impacts on river habitats cannot be avoided, this must be appropriately mitigated for.

Ecology – Future Chippenham officer response

An assessment of the biodiversity baseline has been carried out, to inform the road route options assessment process presented in this consultation, including a site-based Extended Phase 1 Habitat survey, a Ground Level Tree Assessment (GLTA) for bats, and wintering bird surveys. Key considerations are the mitigation of any potential impacts on nearby designated sites such as Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), County Wildlife Sites (CWSs), Ancient Woodlands, and on any protected or notable species recorded in the area. A range of potential mitigation measures are identified in paragraph 4.4 of the PEAOR summary report²². Further ecological surveys are being carried out, and discussions with Natural England and the County Ecologist are ongoing.

The feedback received identifying individual species (including spotted flycatcher breeding territories and other species such as kites, buzzards, owls and migratory birds, roe deer, voles, hares, rabbits, foxes, badgers, long tailed tits, blue tits, great tits, dunnocks, robins, otters and others) is welcomed, and the Future Chippenham team will ensure that these, plus any others, are taken into account during further ecological evaluations and the design process.

Any development including the road options and wider Framework Masterplan will be further supported and informed by additional detailed ecological surveys, which will form a critical part of the Environmental Impact Assessment for the whole site. The Framework Masterplan will be supported by a suite of ecology assessments that consider impact on all flora, fauna, and their habitat. These studies will identify if important species are present and if so can either be avoided or if avoidance is not possible, identify what mitigation will be needed. Avoidance of impacts will be the preferred option in all cases, and where this is not possible then mitigation may include translocation of species where legislation requires.

The scheme will need to show how a net gain for biodiversity is provided in line with local and national planning requirements. The ability to achieve a biodiversity net gain has been fundamental in informing the draft Concept Framework for the site and will continue to be considered in the development of the Framework Masterplan. It will be ensured that all opportunities for enhancing biodiversity are investigated on a whole site basis and where appropriate on a Chippenham wide basis.

The Future Chippenham team are committed to working in partnership with key environmental stakeholders and statutory consultees in developing the Framework Masterplan, including the Environment Agency, Natural England and Wiltshire Wildlife Trust.

The benefits of developing a whole site Framework Masterplan are key to ensuring that the impacts on ecology can be minimised, and mitigation can be delivered and planned upfront on a holistic scale.

²² Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Theme: Landscape (Appendix B5)

Landscape

There were 594 responses made via Question 6 of the consultation form, or made via email or letter relating to landscape matters. A significant proportion of these comments related to concerns about the impact of the road or wider development on the local landscape setting, impacts on the Marden/Avon valleys and general concerns about resultant harm to natural beauty, green space and loss of countryside on the rural east side of Chippenham. Concerns were also raised by a large number of respondents that the Future Chippenham development would erode the landscape buffer between Chippenham and surrounding settlements. A number of requests for mitigation were made including investment in green infrastructure facilities, riverside areas, country parks etc.

Landscape – Future Chippenham officer response

The draft Concept Framework for the site and the road route options put forward during the consultation were informed by landscape assessments and studies. Further development of the road route option and Framework Masterplan will be supported and informed by a more detailed landscape assessment that will ensure that the most sensitive landscape elements are protected and where possible enhanced. This will include the river corridor and the existing country park. Suitable mitigation such as landscape planting, topography and design will be identified where appropriate. The Framework Masterplan will ensure that a generous amount of open space, over and above locally required standards, is provided for the local community to enjoy in perpetuity.

In support of the road route options, a desk-based landscape and visual impacts study was undertaken and covered a 1km study area surrounding the site/route options as detailed in section 3.6 of the PEAOR summary report²³, This detailed landscape mitigation recommendations that could be implemented, including:

- careful siting of the highway to avoid significant landscape and visual effects.
- avoidance of the loss of mature trees, hedgerows and safeguarding of existing habitats.
- limiting vegetation removal to that required to undertake the works.
- mitigation planting and/or screening bunds being designed to provide both adequate screening of the highway whilst remaining mindful of the character of the existing landscape to enable the new highway to integrate.
- creation of wet woodland in specific locations to provide both biodiversity and amenity benefit.
- ensuring the design of structures and finishes associated with the river crossings be locally distinctive and reflect a high quality of design.

²³ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 6 – Important Issues

- ensure the scheme integrates with local neighbourhoods to provide benefits for walkers and cyclists in the local area.

The consultation identified concerns that the scheme could cause coalescence between Chippenham and existing settlements such as Bremhill and Calne. The development of the Framework Masterplan will be supported by further landscape assessment which will consider this issue in more detail. Where appropriate, landscape buffers and mitigation will be proposed to ensure that separation and preservation of the identity of surrounding settlements is preserved.

Agricultural land

There were 282 responses made via Question 6 of the consultation form, or made via email or letter relating to agricultural land, with the primary concern being with the loss of agricultural land that would result from the development of the Future Chippenham site. It was also raised that agricultural land should be retained in order to safeguard domestic food production in light of international uncertainties surrounding food imports in the future, e.g. impacts of Brexit and climate change. There were a number of objections to the loss of council owned starter farms.

Agricultural land – Future Chippenham officer response

Any development on the site will be supported and informed by a detailed agricultural land assessment, with a key objective being to avoid development that would result in the loss of Best and Most Versatile farmland.

The majority of soils within the study area are known to be classified as grade 3B and therefore are not recorded as the best and most versatile soils for agricultural use. However, there are known pockets of grade 1 and 2 soils (higher quality) in Zone 1, with sections of grade 3A soils interspersed across all zones. This will be considered in further detail through the preparation of the Framework Masterplan for the site.

It is anticipated that, subject to the site being allocated for development in the Local Plan, council owned land will be proposed for the development of the range of uses, potentially including housing, essential infrastructure and public open space. This will require existing farm uses to cease and farm tenants will be served notice to quit in the long term. Whilst some farming activities will remain on licences or other short term arrangements, it is not anticipated that they will remain in the long term.

There are no specific proposals 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 relocate to alternative holdings where possible.

Theme: Heritage (Appendix B6)

Heritage

There were 58 responses made via Question 6 of the consultation form, or made via email or letter relating to heritage matters. A primary concern was that the historic value of the site could be lost through the development, and there were specific concerns raised regarding the potential loss of areas of archaeological significance, and harm to heritage assets including the Wilts & Berks Canal, Lacock, and other listed buildings.

Heritage - Future Chippenham officer response

The draft Concept Framework developed to support the road route options assessment sought to ensure the protection of existing heritage sites and integration into any development in the future. This will be further incorporated into the Framework Masterplan which will be supported and informed by detailed heritage assessments that will ensure that the most sensitive historic elements are protected and where possible enhanced. This will include archaeology, buildings of heritage value and historic landscapes, and will consider the assets highlighted by consultees. The principle that will underpin the Framework Masterplan will be to, wherever possible, identify heritage assets and avoid impacts (i.e. plan around them). Where some impact is seen as unavoidable then suitable mitigation will be discussed and agreed with the appropriate heritage bodies.

In support of the road route options, desk-based assessments of archaeological and heritage impacts were carried out as detailed in the PEAOR summary report²⁴. This was presented alongside detailed mitigation recommendations, including careful siting of the highway to avoid significant impacts.

Theme: Economy and infrastructure (Appendix B7)

Employment and economy

There were 171 responses made via Question 6 of the consultation form, or made via email or letter relating to employment/economy matters. This included concerns that there are not enough local jobs to support the development, and there is a lack of evidence that enough/the right type of new jobs would be created.

Employment and economy – Future Chippenham officer response

This consultation was about identifying a preferred road route should the development come forward within the Local Plan. Matters that relate to the economy are not within the scope of the road route options consultation, but nonetheless provide valuable insight which will be

²⁴ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 6 – Important Issues

taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site.

In line with national planning legislation, it is a requirement of the council's Local Plan to identify how and where projected employment needs for the next 20 years can be met in the most environmentally sustainable way. Given that Chippenham will need new homes, then it is sustainable to provide employment opportunities within the same development. This provides local opportunities and cuts down the need for largescale commuting.

A function of the new road will be to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre, improve connectivity and travel within and around the town. Evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

Infrastructure and services

There were 246 comments made via Question 6 of the consultation form, or made via email or letter that related to infrastructure and services. Key issues raised were concerns that infrastructure in the area is insufficient to support the scale of development proposed, and that there do not appear to be benefits offered to the existing town/town centre that would justify the pressure placed on local services. Specific references we made to the perceived squeeze on capacity of GP services, the hospital, schools, leisure and recreation, retail options etc.

Infrastructure and services – Future Chippenham officer response

Any development will need to be supported by infrastructure. This was identified in the draft Concept Framework which informed the road route options assessment process. This will be refined further during the development of the Framework Masterplan and will include both critical and community infrastructure including the following:

- School provision
- Heath facilities
- Open space and play areas
- Indoor and outdoor leisure facilities
- Open spaces
- Country parks
- Local centres/small scale retail
- Community halls
- Public houses
- Churches

Preparation of the Framework Masterplan will be informed by ongoing dialogue between the Future Chippenham team and key stakeholders and service providers to ensure that capacity needs are identified and accommodated for within the plans for the site.

Summary of responses to Question 6 – Important Issues

The submission to the Local Planning Authority to demonstrate that the Future Chippenham site is the most sustainable option to meet the town's future growth needs, will include an Infrastructure Delivery Plan (IDP) setting out the infrastructure that is required to be delivered and by when. This IDP will support future Local Plan representations, masterplan and planning applications.

Health and social wellbeing

There were 131 responses made via Question 6 of the consultation form, or made via email or letter relating to health and social wellbeing. A primary concern was that the development would result in loss of access to the countryside resulting in negative impacts on residents' mental and physical wellbeing, and quality of life. Concerns were also raised regarding the potential impact of increased air pollution on respiratory health. Some concerns were also raised regarding the potential for the development to increase rates of crime.

Health and social wellbeing – Future Chippenham officer response

Health and social wellbeing are a fundamental aspect of the draft Concept Framework that has informed the road route options assessment. The scale of the proposed growth in the draft Concept Framework allows a strategic approach to the provision of landscape and green infrastructure which will deliver social, economic and environmental benefits. The proposed Country Park offers a significant area of open space which will support the future health and wellbeing of existing and future residents. The river and its flood meadows will also become a 'unifying strand' in the green infrastructure network.

Public health matters will be assessed further as part of the development of the Framework Masterplan and road design and there will be a chapter within the Environmental Impact Assessment (EIA) which will accompany all submissions, detailing the assessments undertaken, impacts identified, mitigatory measures to be implemented and opportunities for improvements where practicable. Similarly, the EIA will address social issues including the provision of affordable homes, accessible homes for the mobility impaired, access to education and healthcare services and incorporation of the principles of safe by design. The points regarding potential detrimental impacts on people's health arising from this scheme are noted and accepted as valid. It will be important in the continuing design process for the Framework Masterplan that this issue is addressed and to ensure this the process will include consultation with the NHS and be designed to minimise impacts and optimise opportunities, such as the provision of a new network of public green open space including trim trails and enhanced cycle and walking opportunities.

Theme: Planning (Appendix B8)

Relationship with the Local Plan review/Prematurity

There were 200 responses made via Question 6 of the consultation form, or made via email or letter commenting on the project proposals relationship to the Local Plan review process. The majority of these were matters for consideration through the Local Plan review process, and are not matters that can be addressed through the Future Chippenham project. For

Summary of responses to Question 6 – Important Issues

example, many responses were received objecting to the number of homes proposed to be allocated to Chippenham, querying why government targets appear to have been exceeded. There were also queries regarding the site selection process and broader housing distribution strategy. Queries were also raised as to what would happen to the Future Chippenham proposals should the site not progress to allocation through the Local Plan review process, and a query as to why concept layout plans included within the Local Plan review consultation material appeared to show a road route. With regard to the relationship between the Future Chippenham project and the Local Plan review process, a large number of concerns were raised that consultation on the road route options, while the Local Plan review is in its early stages, was premature and should be delayed.

Relationship with the Local Plan review/Prematurity – Future Chippenham officer response

Matters relating to the Local Plan review are not within the scope of the road route options consultation, although this report will be shared with Wiltshire Council's Spatial Planning team. The comments received do nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing the Framework Masterplan for the site.

While ideally a planning application for the road or any wider development would not be submitted until the Local Plan review is complete, there are many precedents set where applications that accord with an emerging Local Plan which has reached an advanced stage within the process have been permitted, so as to ensure timely delivery of housing and critical infrastructure.

The next stage of the process is to include a Framework Masterplan which will set out the vision and context for the development. This will be subject to full consultation in due course and be supported by a design code which will provide more detail.

Compatibility with made/emerging neighbourhood plans

There were 22 responses made via Question 6 of the consultation form, or made via email or letter commenting on the project proposals compatibility with made and emerging neighbourhood plans. Particular concerns were raised with the regard to compatibility with Bremhill Neighbourhood Plan policy NP3. Others expressed concerns regarding compatibility with the objectives and visions for Calne Neighbourhood Plan and the emerging Chippenham Neighbourhood Plan.

Compatibility with made/emerging neighbourhood plans – Future Chippenham officer response

This consultation related to the preferred road route for road infrastructure should the area be allocated for housing. Matters relating to the acceptability in principle of developing in a particular area will be key considerations for the Local Plan review process. Comments relating to neighbourhood plan policy requirements are also relevant to the masterplanning stage of the project, and relevant neighbourhood plans will be considered as part of the evidence review supporting the production of the Framework Masterplan. The project team

Summary of responses to Question 6 – Important Issues

will ensure further discussion is had with the relevant town and parish councils, or neighbourhood plan steering groups to ensure proposals are as joined up as possible.

Housing/Scale of development

There were 664 comments made via Question 6 of the consultation form, or made via email or letter relating to housing and scale of development. Many of these were matters for consideration through the Local Plan review process, and are not matters that can be addressed through the Future Chippenham project. For example, a considerable number of comments expressed a view that no new housing is needed or wanted in Chippenham or that too many houses were proposed for Chippenham or on this site. It was expressed by a considerable number of respondents that the Future Chippenham site was too large, would result in urban sprawl to the detriment of the market town character of Chippenham. Concerns were also raised that the scale of the site would not support self-sufficiency in the town and risked exacerbating unsustainable patterns of residents out-commuting to other towns for work and leisure. Comments were also raised that the town is in need of more affordable housing options, and other requests were made for homes to be built to a high standard of sustainable construction.

Housing/Scale of development – Future Chippenham officer response

Matters regarding the scale and location of development being proposed are not within the scope of the road route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site. This report will also be shared with Wiltshire Council's Spatial Planning team for their information.

In respect of concerns about the development leading to out-commuting, the Framework Masterplan will focus on supporting self-containment through the delivery of jobs, services and facilities which enable residents to meet their everyday needs within the town itself rather than needing to travel. Delivery of housing built to a high standard of sustainable construction will also be a key principle, as well as the commitment to deliver policy compliant levels of affordable housing.

Alternative sites

There were 125 responses made via Question 6 of the consultation form, or made via email or letter relating to alternative sites to the Future Chippenham site. The majority of these responses expressed a view that the council should be focusing on delivering regeneration of centrally located brownfield sites as a priority ahead of the consideration of any greenfield sites. It was noted by some that there may be a greater availability of vacant commercial properties for residential conversion as a result of economic contraction and changing working patterns resulting from the COVID-19 pandemic. Preferences were also expressed for development to take place on other sites around Chippenham, and elsewhere in Wiltshire instead of the Future Chippenham site.

Alternative sites – Future Chippenham officer response

The scale and location of strategic growth is a matter for consideration through the Local Plan review process. Given that Chippenham will need new homes, the function of the new road is to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre, improve connectivity and travel within and around the town. Evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than other options for meeting Chippenham's growth needs for the next 25 years or more.

Placemaking

There were 39 responses made via Question 6 of the consultation form, or made via email or letter relating to placemaking and design. Concerns included that the Future Chippenham development will be unattractive/non-distinct, be of poor quality or poorly integrated with the existing town. Concerns were also raised that new dwellings would have small gardens. In relation to the design of the road, responses were received requesting that bridges be designed to a high quality, distinctive standard, and to avoid antisocial behaviour and include vegetation planting.

Placemaking – Future Chippenham officer response

The draft Concept Framework developed for this site and supported by the Options Assessment Report process seeks to ensure that good design and placemaking will be central to the successful delivery of this site. Comments received will further inform the Framework Masterplan for the site and road design.

Environmental Impact Assessment (EIA)

There were 6 points of feedback made via Question 6 of the consultation form, or made via email or letter relating to EIA, including concerns that no EIA had yet been undertaken, and concerns that the breadth of scope would not be wide enough.

Environmental Impact Assessment (EIA) – Future Chippenham officer response

Evidence, including field-based evidence, to support any future planning application and EIA is currently being undertaken in consultation with statutory consultees. This evidence will be used, together with consultation responses to inform the recommendation on the road route option as well as the Framework Masterplan. All planning submissions will be legally compliant and be accompanied by the full prescribed accompanying documents including EIA when they are required. With respect to seasonality of ecological surveys, these will be carried out during certain months of the year to ensure that they are undertaken when specific species are present.

Construction

There were 15 responses made via Question 6 of the consultation form, or made via email or letter relating to construction, including that the developers should be funding the required spending on major infrastructure. Requests were also made for further detail about the nature of construction, such as how long it would take, what would be delivered, where it would be delivered and who would be responsible.

Construction – Future Chippenham officer response

The new road will be built for the purpose of facilitating the delivery of Chippenham's identified housing and employment needs well into the future. Major infrastructure can be costly to deliver, and the funding that has been secured from central government will help to ensure that the essential road infrastructure is in place to support the viable delivery of the development. The next stage of the process is to produce a Framework Masterplan which will set out the vision for the development and how it can benefit the town. This Framework Masterplan will reflect the overall preferred option for the route of the road and indicate where and how much development may be delivered, strategic landscaping, green corridors, local service centres, schools, cycleways, and walking networks. It will also set out some of the details requested regarding expectations around the construction phases of the development. The Framework Masterplan will be subject to full consultation in due course.

Theme: Consultation and process (Appendix B9)

HIF bid and funding

There were 168 responses made via Question 6 of the consultation form, or made via email or letter relating to matters around funding and the HIF bid. Feedback was received relating to the value for money that the project represents, and a concern that the project was being driven by the availability of funds rather than to meet genuine needs. Comments were also made regarding the process of application for HIF funding, with some respondents expressing a view that more public consultation should have been carried out before the application was submitted, with a perceived lack of transparency around the process. Some requests were made for information on overall costs and expenditure. Requests were also made that funding should be reallocated to other projects, or returned to Homes England.

HIF bid and funding – Future Chippenham officer response

The council acted in a proactive manner to seek funding to ensure that much needed development, on land recognised for potential future growth within the earlier examination of the Chippenham Site Allocations Plan, could be brought forward in a holistic and planned approach ensuring that the strategic objectives and benefits to the whole town of Chippenham could be achieved. The successful bid for central government funding was based on a competitive business case which demonstrated good value for money.

Process/Consultation

There were 325 responses made via Question 6 of the consultation form, or made via email or letter relating to matters of process and the conduct of the public consultation. Concerns were raised that members of the community felt they had not been sufficiently consulted and that there was a perceived lack of transparency in the process. A large number of respondents also felt that the consultation form should have offered a 'no road'/in-principle objection option. It was also felt by some respondents that proposals for the road should not be considered in isolation from the wider scheme proposals, and that the consultation material should have provided this wider context with more information provided. Some concerns were raised regarding the role of council as both developer and decision maker. A number of concerns were raised around the administrative process of the consultation, including that the consultation should have been longer, and should not have been carried out during a period of national lockdown.

Process/Consultation – Future Chippenham officer response

The consultation accorded to the Local Planning Authority's adopted Statement of Community Involvement as amended in July 2020 that implemented an interim approach to public consultation in light of restrictions imposed due to the COVID-19 pandemic. Whilst the unique circumstances of the pandemic meant that face-to-face consultation was not an option, alternative COVID safe methods of outreach, such as online webinars and a video, were employed which enabled effective engagement. The results of the consultation with just under 1,200 individual representations being received indicates that the techniques employed have been successful.

It is not uncommon for councils to take an active role in the development of land within their ownership, and procedures are in place to ensure that there is a clear internal organisational separation between teams promoting a development (in this case Future Chippenham) and teams responsible for undertaking the regulatory functions of the council (the Local Planning Authority). Similarly, the elected councillors who sit on the planning decision making committee (in this case Strategic Planning Committee) will be bound by the law and code of practice to consider the case before them solely upon its planning merits taking into account planning policy and all other material planning considerations, including the results of consultations.

The principle of whether the road and potential wider development should go ahead, including the consideration of alternative options, is for the Local Plan review to address. As explained at the beginning of Section 4, the Future Chippenham road route options consultation took place around a working assumption that the project could be taken forward should an appropriate allocation be made in the Local Plan review. As such, the consultation form did not include a specific question asking for feedback on whether or not consultees supported the new road in principle, as it had already been confirmed that should there be any such development a new road will be required to avoid insurmountable negative impacts on the existing highways network. The consultation did enable consultees who wished to record their objection to any road through a number of free text fields built into the consultation form. In addition, consultees could choose to send an email or letter instead of completing the consultation form.

Summary of responses to Question 6 – Important Issues

If none of the road options are pursued (and the £75 million funding returned to Government), it is not the case that the status quo will be maintained. The council will still be under a statutory obligation to meet its housing and employment needs and hence the same level of development will have to be built at Chippenham either through different site allocations or in a piecemeal, unplanned manner via speculative developments which may not deliver the benefits for the town that the Future Chippenham site could.

Theme: General (Appendix B10)

General

There were 690 responses made via Question 6 of the consultation form, or made via email or letter expressing general objections to the proposals. A significant majority of these were comments that no road should be built, that the road is not needed, wanted, or supported, or that there is a lack of evidence to support the development of the road. A significant number of responses also raised concerns that there is a lack of vision for the future of Chippenham, and that the proposals presented are not fit for purpose. Objections were also received to the perception that the council or developers would profit from the development.

General – Future Chippenham officer response

Objections to the road and options and wider development are noted.

In line with national planning legislation, it is a requirement of the council's Local Plan to identify how and where projected employment needs for the next 20 years can be met in the most environmentally sustainable way. Given that Chippenham will need new homes, then it is sustainable to provide employment opportunities within the same development. This provides local opportunities and cuts down the need for largescale commuting. A function of the new road will be to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre, improve connectivity and travel within and around the town. Evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

If none of the road options are pursued (and the £75 million funding returned to Government), it is not the case that the status quo will be maintained. The council will still be under a statutory obligation to meet its housing and employment needs and hence the same level of development will have to be built at Chippenham either through different site allocations or in a piecemeal, unplanned manner via speculative developments, which may not deliver the benefits for the town that the Future Chippenham site could. Under planning law, where a council cannot demonstrate a deliverable supply of homes to meet local needs there is a presumption in favour of granting planning permission for development, and the council and community could lose control of the process.

Concerns have been raised regarding the timing of the application for the HIF fund by the council and the council benefiting financially from the scheme. The council acted in a

Summary of responses to Question 6 – Important Issues

proactive manner to seek funding to ensure that much needed development, potentially on land acknowledged as having potential to meet future growth needs, supported by the necessary infrastructure, could be brought forward in a holistic and planned way; ensuring that the strategic objectives and benefits to the whole town of Chippenham could be achieved. There was no guarantee that this funding would be awarded which was done so on a competitive award basis. The application was supported by other landowners and key stakeholders. Whilst concerns over the size of the development are acknowledged, the Future Chippenham team considers that evidence indicates the proposed road and development provides the best and most sustainable solution for housing, economic growth and regeneration for the town, which will be considered in its entirety as part of the Framework Masterplan. The council is putting its landholdings into the scheme to support infrastructure led development that provides opportunities for sustainable development for the town both in the short and much longer term.

Questions 7, 8, 9 and 10: Preferred route of the distributor road

Summary of responses to Question 7 - preferred distributor road route

- 4.19. Question 7 of the consultation form asked respondents to rank the three road route options into order of preference. Of the 565 responses received to this question, the following feedback was received:

Figure 3: Responses to consultation form Question 7 – road route option preferences



- 4.20. Of those who gave an answer to this question, Option A (the outer route) received the highest number of first choice selections (45%). Option B (the middle route) received the lowest number of first choice selections (24%) but conversely received by far the most second choice

selections (66%). Option C (the inner route) received fewer first choice selections than Option A (31%) but a much larger number of third choice selections (52%).

- 4.21. The consultation output from Question 7 includes feedback from a number of key stakeholders, including Sport England and Abbeyfield School whose preferred route was recorded as being Option A (outer route); Stagecoach West bus providers and various landowners (Hallam Land, Gallagher and Gleeson Homes) whose preferred route was recorded as being Option B (middle route); and the National Trust whose preferred route was recorded as being Option C (inner route).
- 4.22. In addition, written responses from a number of other stakeholders were received, albeit not submitted via the consultation form. This included the Environment Agency who expressed a preference for a hybrid of Options A and B; the Chippenham Chamber of Commerce whose preference was for Option B; landowners (Chippenham 2020) who expressed a preference for Option B, and a landowner at Tytherton Lucas whose preference was for Option A.
- 4.23. It should be noted that a significant number of respondents who wished to express an in-principle objection to the Future Chippenham project opted not to complete the Question 7 ranking exercise, or explained that while they had completed the Question 7 ranking exercise, their preference was for no road at all.
- 4.24. Questions 8, 9 and 10 provided respondents with free text fields to give any specific feedback on Option A: outer route, Option B: middle route and Option C: inner route. Where comments related to a specific area, respondents were asked to specify which Comparison Zone (1-5) the comments related to. A small number of respondents also submitted specific comments on the three road route options by email and letter.
- 4.25. The feedback provided was reviewed and broken down into a series of separate themes, and listed as individual points made, alongside a record of the number of times the same point was raised by different respondents.

Summary of responses to Question 8 - Option A (outer route)

- 4.26. The full lists of summarised points relating to Option A (outer route) can be found at **Appendix C (1-10)**. The comments received were grouped under the following broad themes:
 - Transport
 - Climate change and flooding
 - Pollution and air quality
 - Ecology and environment
 - Landscape
 - Heritage
 - Economy and infrastructure
 - Planning
 - Consultation and process
 - General
- 4.27. A high level summary of the comments received is set out below along with officer responses to the points raised. Where appropriate the officer responses explain how the points raised have and will influence the project going forward, including through road design, road route options decision making, and the subsequent Framework Masterplanning process.

Summary of responses to Question 8 – Option A (outer route)

Theme: Transport (Appendix C1)

Transport

There were 239 responses to Question 8 (Option A: outer route) that were judged to fall within the theme of transport. A large number of responses were from those who considered that Option A was either too far from Chippenham, too wide, too long or gave too much scope for development within what was perceived to be a new 'boundary' for the town. There were also objections on the grounds that this option would function as a bypass which was not considered to be needed, although a small number of respondents also felt that a new bypass would be beneficial. Concerns were also raised more generally in relation to the potential for this option to add to congestion issues, while others felt this could alleviate congestion. Some respondents expressed a desire to see improvements to sustainable transport infrastructure (including walking and cycling routes), and concerns were raised in relation to the impact of this route on existing cycle routes, such as the Chippenham to Calne route. Comments were received in relation to this route's wider implications for the transport network, including at M4 junction 17, and surrounding towns and villages. Potential impacts for Abbeyfield School and Stanley Park sports ground were also highlighted. Some general comments were received regarding the need for traffic calming, along with comments requesting speed limits of 30 or 40mph.

With specific reference to Option A through Zone 1, comments were received which expressed a preference to the proposed link direct from Lackham roundabout, while some reservations were held regarding potential negative impacts for Lackham College. Concerns were also raised regarding the length of the bridge that would be required by Option A. A concern was raised by Stagecoach West that the south west link section in Zones 1 and 2 is more likely to perform better in its strategic role to divert traffic but in so doing could increase demand on the A350 west of Chippenham.

With specific reference to Option A through Zone 2, a small number of respondents questioned why the existing Pewsham Way road could not be utilised along this stretch. Concerns were also raised regarding the distance from the town, and accessibility to the town for communities, and the need for connection to pedestrian and cycle links. A concern was also raised that this part of the Option A route conflicts with plans for a solar farm by Eden Renewables.

With specific reference to Option A through Zone 3, concerns were expressed about the potential for negative impacts on the Chippenham to Calne cycle route, alongside other comments concerning the pedestrian and cycle network. Concerns also raised regarding potential traffic impacts on Stanley Lane and small local roads at Stanley, Studley and Bremhill. Concerns were also raised regarding accessibility to the town for communities. Stagecoach West also noted that 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.

With specific reference to Option A through Zone 4, concerns were raised regarding the safety/inconvenience of the crossing of the A4. The distance from the town was also raised.

Summary of responses to Question 8 – Option A (outer route)

Other comments were made suggesting alternative routes, including potential to link up with Calne, or the new road not extending north of the A4. Landowners within Zone 4 noted their support for Option A.

With specific reference to Option A through Zone 5, some concerns were raised regarding amenity impacts of the road on nearby communities, and road safety issues. Queries were raised about the connections to Langley Road and how the crossing of the railway would be delivered in line with the Rawlings Green planning permission. Landowners within Zone 5 noted their support for the route.

Transport: Future Chippenham officer response

Developing a simple range of options for sustainable transport is critical to the success of the Future Chippenham project, especially in providing evidence to support residents in engaging meaningfully in the process when considering the opportunities to deliver sustainable transport solutions for their town. A draft Concept Framework plan identifies sustainable transport opportunities and will be further developed into a Framework Masterplan for the whole area to show how the road will sit in context and how the development opportunities it presents may be delivered in the most beneficial way for the whole town. Delivering truly sustainable development will be at the heart of the Framework Masterplan and the road, whichever route is preferred, will be designed to promote sustainable transport as its principle objective with the provision of segregated cycling and walking routes as well as seeking to enhance public transport.

The responses provide valuable insight which will also be taken into consideration through the subsequent stage of preparing a wider Framework Masterplan for the site. The Framework Masterplan will be accompanied and underpinned by a sustainable transport strategy which will explain how the objectives of optimising sustainable transport patterns will be achieved, including walking, cycling and public transport. Where appropriate, segregated pedestrian and cycle routes will be provided alongside the distributor road and roads through any development that the road unlocks. Public transport links will also be a key consideration. Wherever possible cycle and pedestrian routes will be extended and links to existing networks towards Chippenham town centre, and the surrounding areas will be provided.

Public rights of way will be improved where appropriate and it will be ensured that safe crossing points are improved where necessary. Responses relating to public rights of way are welcomed and will be taken into consideration through the subsequent stage of preparing a wider Framework Masterplan for the site. The Public Rights of Way network will be protected and, where appropriate, enhanced through the development of the site. Wherever possible, rights of way will be retained in their existing layout, and only where diversions are absolutely necessary to the delivery of the development will suitable diversions to the network be proposed.

Where it is possible, opportunities to extend bus routes will be considered, introduced, and improved with the introduction of any housing development that could be unlocked by the delivery of the distributor road. Some of the responses relating to public transport, provide valuable insight and will be taken into consideration through the subsequent stage of preparing a wider Framework Masterplan for the site.

Summary of responses to Question 8 – Option A (outer route)

Sustainable transport will be integral to the development and it will be ensured that space for bus stops is incorporated into the design of the distributor road, where appropriate. The Framework Masterplan will consider as a priority the promotion of sustainable modes of transport including the use of low emission vehicles, cycling and walking and seek opportunities through wider improvements to reduce town centre congestion which has an impact on air quality.

The following section of the officer's response refers to comments made about Option A, Zone 1:

There were a number of comments with a preference for connecting the distributor road directly to the A350 at Lackham roundabout, connecting to the existing highway at this location would form a logical part of the transport network, is likely to operate more efficiently than a new the connection on the B4528. In this scenario a new junction from the highway network to the college would be included in the scheme.

A range of options were included in the Housing Infrastructure Fund bid that include a southern distributor road between Lackham roundabout and the A4, a northern distributor road between the A4 and Parsonage Way and the full eastern distributor road combining both northern and southern routes. This assessment is included in the Options Assessment Report as part of the road options public consultation and indicates land development quantum, cost estimates and benefit cost ratios. Whilst all three of these options indicate good benefit cost ratios the full eastern distributor road indicates the best benefit cost ratio and as such was progressed to public consultation.

The distributor road enables housing development by unlocking land, ensures the transport network has capacity to accommodate housing growth, provides good transport connectivity for sustainable transport between new and existing developments. The proximity of the road and associated new development to existing development is included in the options assessment process where options close to existing development have better connectivity.

It is noted that Stagecoach do not support option A as a route, it operates as a bypass and therefore would perform poorly as a bus route. Route A would not be close to residential developments and as such passengers would not have access to services close to their homes. Meetings are planned with bus network operators to coordinate an appropriate level of bus service provision. Bus stops to serve new developments and Lackham College will be considered as part of this review.

The transport assessment will review impact on the existing road network and include mitigation proposals for the road application and development applications. This includes an assessment of points of connection with the existing transport network (Lackham roundabout, Pewsham Way, A4, Stanley Lane) and the road network further away from the new road but with a forecast change in traffic flows that may have a negative impact on capacity.

Road network signing strategy and speed limits shall be reviewed as part of the planning application.

Concern with the longer length of bridge and road impact on Lackham College farmland is noted, in this regard the option does have a greater impact on the environment and higher

Summary of responses to Question 8 – Option A (outer route)

costs than the other options in zone 1. An Environmental Impact Assessment (EIA) will be included in the planning application which will include appropriate environmental mitigation to be included in the proposals. The form of the bridge will be assessed as part of the planning application and consider landscape and visual impact, buildability, construction costs, maintenance costs, materials and waste, and a review of safety for both construction and long term maintenance.

The following section of the officer's response refers to comments made about Option A, Zone 2:

The distributor road enables housing development by unlocking land, ensures the transport network has capacity to accommodate housing growth, provides good transport connectivity for sustainable transport between new and existing developments. The proximity of the road and associated new development to existing development is included in the options assessment process where options close to existing development have better connectivity.

Cost estimates for each road route have been included in the options assessment report. Viability of the preferred route and development is also considered.

The transport assessment for the planning application includes traffic forecasts that indicate attraction of traffic from the wider transport network, including traffic from Calne. Validation of these forecasts is an essential part of the planning process and will be reviewed by the respective highway authorities. The impact of the road and the development will also be assessed and appropriate mitigation presented as part of this review.

Proposed junction types for connecting the distributor road to the existing transport network will be modelled to ensure they operate within practical capacity and consider motorised and non motorised modes of transport.

Where the distributor road bisects any existing footway and cycleways, new connections shall be made in these locations and road crossings included. These comprise connections to the Wilts & Berks Canal and the footpath linking Middle Lodge Farm to the A4 at Derry Hill. Upgrades and amendments to footpaths and public rights of way will be assessed in further detail as part of the Framework Masterplan for land development. Road crossing types will be reviewed as part of both the road delivery and development and shall be subject to an independent safety audit.

It is noted that Eden renewables do not support Option A as a route, due to the conflict with plans for a renewable energy site.

Road network signing strategy and speed limits shall be reviewed as part of the planning application.

The public consultation notes each individual preference for route options within each zone and Pewsham link roads

The Pewsham link road options and distributor road route options within each zone are reviewed as part of the options assessment. The preferred link and distributor option within each zone shall be linked to form the overall preferred road option.

Summary of responses to Question 8 – Option A (outer route)

The following section of the officer's response refers to comments made about Option A, Zone 3:

Where the distributor road bisects any existing footway and cycleways, new connections shall be made in these locations and road crossings included. These comprise connections to the Wilts & Berks Canal, the footpath linking Middle Lodge Farm to the A4 at Derry Hill, the National Cycle Network, route 403. Upgrades and amendments to footpaths and public rights of way will be assessed in further detail as part of the Framework Masterplan for land development. Road crossing types will be reviewed as part of both the road delivery and development and shall be subject to an independent safety audit.

A 'Movement Framework'/Connectivity plan will be included as part of the development Framework Masterplan. Cycle and pedestrian routes alongside the road will form an integral part of overall site connectivity between new and existing development. The types of route shall be informed by the connectivity plan and the transport assessment and will consider commuting and recreation, and follow current industry design guidance and Wiltshire Council's planning requirements.

Junctions and amendments to the existing transport network will be considered as part of the transport assessment for the planning application. A full review of impacts on the existing network will include mitigation including amendments to speed limits, junction capacity upgrades, access restrictions, and traffic calming and will be subject to the Traffic Regulation Order process.

Comments relating to the development of the land unlocked and accessed from the distributor road are noted and will be considered as part of the Framework Masterplan. The potential for a direct link between Pewsham and Derry Hill is noted although none of the road options on their own actually provide this as part of the road delivery. The Framework Masterplan and associated connectivity plan will consider this comment further.

The following section of the officer's response refers to comments made about Option A, Zone 4:

Comments relating to the development of the land unlocked and accessed from the distributor road are noted and will be considered as part of the Framework Masterplan. Junctions and amendments to the existing transport network will be considered as part of the transport assessment for the planning application. A full review of impacts on the existing network will include mitigation including amendments to speed limits, junction capacity upgrades, access restrictions, and traffic calming and will be subject to the Traffic Regulation Order process.

The A4/A342 junction at Derry Hill is included in the draft list of junctions expected to require amendments to mitigate the impact of the development; the transport assessment will inform the mitigation. This is subject to a review by Wiltshire Council Highways as part of the planning application. The mechanism and timing of any junction amendments would be a condition of planning approval.

The road's primary function is for local transport connectivity and distribution and to enable residential and employment development, it is not a strategic road or bypass. The road is located within the development area identified in the Local Plan review; on this basis an

Summary of responses to Question 8 – Option A (outer route)

extension of the road to Calne is not under consideration. The impact of traffic on the surrounding road network is considered, it is likely that some junctions along the A4 between Chippenham and Calne will be identified for amendments to mitigate the impact of the development.

Development areas to the east of Chippenham within the area identified in the Local Plan review are currently being assessed. The Framework Masterplan and Transport Assessment will provide information to confirm the preferred road option and associated extents. The southern link road from the A4 to the A350 at Lackham roundabout was considered as part of the Housing Infrastructure Fund bid.

Impact on the A350 to the west of Chippenham will be reviewed as part of the distributor road and development road planning design. The transport assessment will inform the mitigation, this is subject to a review by Wiltshire Council Highways as part of the planning application. The mechanism and timing of any junction amendments would be a condition of planning approval.

The deviation of the National Cycle Network route 403 at Stanley where the cycle route currently uses a short section of Stanley Lane could be considered for alignment of option A. This would however require the route to deviate outside of the development area identified in the Local Plan review; The road's primary function is for local transport connectivity and distribution and to enable residential and employment development, it is not a strategic road or bypass. The road alignment is designed to form the main corridor of movement with relatively continuous built frontage, the proximity of the road and associated new development to existing development is included in the options assessment process where options close to existing development have better connectivity.

The potential for a direct link between Pewsham and Derry Hill is noted although none of the road options on their own actually provide this as part of the road delivery. The Framework Masterplan and associated connectivity plan will consider this comment further.

The following section of the officer's response refers to comments made about Option A, Zone 5:

The potential for a direct link between Pewsham and Derry Hill is noted although none of the road options on their own actually provide this as part of the road delivery. The Framework Masterplan and associated connectivity plan will consider this comment further.

The concerns with increased traffic levels on the B4069 and impacts on the residents along this route are noted. Impacts on the existing road network will be identified by the Transport Assessment and mitigation will be proposed as part of the planning application for review and approval by Wiltshire Council Highways.

The North Eastern end of the distributor road follows the alignment of the Rawlings Green distributor road and rail bridge. The distributor road and associated land development for Rawlings Green has submitted an outline planning application under planning reference 15/12351/OUT. At the time of this public consultation response, Wiltshire Council's planning committee have resolved to grant planning permission subject to the signing of a S106 agreement.

Summary of responses to Question 8 – Option A (outer route)

The rail bridge has full planning permission under planning reference 18/02037/FUL, this was granted on 13th November 2019.

The current position of Future Chippenham is that the rail bridge will be delivered by the Rawlings Green developer. In the event that the rail bridge is delivered as part of the Future Chippenham distributor road, planning scope for the distributor road would include the rail bridge as part of this separate application; this would not breach the conditions of application 15/11886/FUL as it would be a separate application.

Negotiations between the Future Chippenham team and other landowners with interests in the site are in progress.

The distributor road alignment presented for public consultation in zone 5 is supported by the landowner/developer.

The impact of the distributor road through Rawlings Green on traffic safety, the environment (including noise and pollution) and walking and cycling will be assessed as part of the Future Chippenham distributor road planning application.

After crossing the rail bridge, the road continues along a new road parallel to Parsonage Way, crosses the B4069 via two junctions and continues along a new distributor road past Birds Marsh to connect to the A350 at Malmesbury roundabout. M4 Junction 17 is then accessed via the A350. The route from the rail bridge is included as part of the other developer planning applications, available on Wiltshire Council's planning portal²⁵.

Theme: Climate change and flooding (Appendix C2)

Climate change

There were 42 responses to Question 8 (Option A: outer route) that covered matters relating to climate change, with most being concerns about the project's climate impacts, concerns regarding carbon costs and compatibility with the council's declaration of a climate emergency. In respect of Zone 1, concerns were raised about the carbon impacts of the bridge that would be required. In Zone 3 concerns were raised about the carbon costs of the two canal crossings required.

Climate change – Future Chippenham officer response

Addressing the climate emergency is an underpinning objective for the Future Chippenham project. Given that Chippenham will need new homes, the function of the new road will be to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre and improve connectivity and travel within and around the town.

²⁵ Wiltshire Council, planning portal, available at: <https://development.wiltshire.gov.uk/pr/s/>

Summary of responses to Question 8 – Option A (outer route)

The Future Chippenham team consider all evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

Part of this will be the focus on supporting self-containment through the delivery of jobs, services and facilities which enable residents to meet their everyday needs within the town itself rather than needing to travel. Futureproofing development so that new builds are constructed to policy compliant carbon standards, alongside a framework of significant green infrastructure, spaces for nature and sustainable transport opportunities will also be critical.

These matters will be addressed through the subsequent stage of preparing the Framework Masterplan for the site. Garden settlement principles will be applied, with decarbonisation and the need to meet the challenges of the climate emergency will be underpinning principles. The Future Chippenham project will seek to be aspirational and identify opportunities to exceed planning policy requirements wherever practicable. Consideration will be given to extend initiatives within the proposed Framework Masterplan area and the wider area so that the town moves towards the same objectives and goals.

Concerns regarding the carbon cost of bridges that would be required to deliver this option are noted. In this regard this option does have a greater impact on the environment and higher costs than the other options in zone 1. An Environmental Impact Assessment (EIA) will be included in any future planning application for the road, which will include appropriate environmental mitigation to be included in the proposals. The form of the bridge will be assessed as part of the planning application.

Flooding

There were 30 responses to Question 8 (Option A: outer route) that covered matters relating to flooding. Two thirds of the responses were general concerns that the development could result in an increased risk of flooding or objection to building on flood plains, albeit one respondent noted a preference for this route as it has the least impact on flood plains of the options presented. Detailed advice was received from Wiltshire Council's drainage team.

The Environment Agency (EA) advised that Option A would be preferable within Zone 2, with a small amendment to the route to provide a greater buffer to the Cocklemore Brook. It was noted by the EA that while the impacts of greater impermeable area due to a longer route weighs against this option, this could be managed through detailed drainage design. Greater emphasis should be given to protecting and maintaining the network of smaller watercourses and waterbodies across the area.

With regard to Zone 3, comments were received noting specific concerns around flooding in this area, such as at Westmead playing fields.

The EA advised that the River Avon crossing in Zone 4 is located at the river section with the shortest floodplain width, which is supported.

Flooding – Future Chippenham officer response

Summary of responses to Question 8 – Option A (outer route)

The rivers in and around the site are important features in the landscape as well as being environmental assets, and will be key considerations in the design and layout of the site in the Framework Masterplan.

Desk based assessments of the water environment were carried out in support of the road route options stage, which set out a number of mitigation measures to be employed to reduce runoff and pollution from construction activities into local watercourses and groundwater receptors. This is further detailed within Section 4.5 of the PEOR summary report²⁶.

Proposals for development of the site will be further supported and informed by detailed flood risk assessments, which will consider flood risk in the areas noted. A principle that will underpin the Framework Masterplan will be to, wherever possible, identify and avoid development in areas at risk of flooding (Flood Zones 2 and 3). Where some impact is seen as unavoidable then suitable mitigation will be discussed and agreed with the appropriate drainage bodies. Ongoing assessment work will identify areas that are more susceptible to flooding, including groundwater flooding, and identify mitigation and drainage strategies to be put in place.

It is expected that the development proposals will include measures to alleviate flood risk in some areas.

The Environment Agency's comments are noted and will be taken into account when considering the final route recommendation.

Theme: Pollution and air quality (Appendix C3)

Pollution and air quality

There were 52 responses to Question 8 (Option A: outer route) that addressed pollution and air quality. Approximately half of these were concerns that this development would result in an increase of air pollution, while others noted a concern about increased noise pollution. A small number of respondents considered that Option A would improve air pollution and could minimise noise and disruption for existing residents. Suggestions were made, including that the road should be as straight as possible to avoid environmental impacts of braking and acceleration, and that the road should be further out to avoid air and noise impacts in Chippenham. In Zone 1, a small number of responses were received regarding concern about the potential impact on pollution of the watercourse e.g. ponds at Plucking Grove. Comments were also raised specific to Zones 2, 3 and 4 about impacts of noise and air pollution.

²⁶ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 8 – Option A (outer route)

Pollution and air quality – Future Chippenham officer response

The draft Concept Framework plan that supported the road route options assessment provided the foundations to ensure that pollution and air quality were considered from the outset.

The Framework Masterplan will address the need to minimise the impacts of air pollution, light pollution, and noise pollution. Comments regarding pollution, air quality noise and light pollution provide valuable information which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the wider site and design of the final road option chosen. All aspects of pollution will be further assessed as part of the development of the wider Framework Masterplan and road design to be accompanied by an overarching Environmental Impact Assessment. This will clearly outline potential impacts and proposed measures identified as necessary to mitigate them. Potential impacts during construction will also be avoided, if possible, and where not possible, mitigated by employing best practise construction practice.

Whilst air quality modelling or noise impacts assessments are yet to be undertaken, it is recognised that selection of a route located furthest from pollutant receptors would assist in reducing potential air quality impacts, and there is potential for the use of noise dulling barriers (such as landscape bunding) to help ameliorate the impacts of noise.

Theme: Ecology and environment (Appendix C4)

Ecology

There were 77 responses to Question 8 (Option A: outer route) that raised issues around ecology. The majority of these were concerns about the development leading to potential negative impacts on biodiversity, wildlife (including protected species) and habitats. The Environment Agency advised that minimal impact on watercourses should be achieved.

Concerns were raised about the ecological impacts of the long bridge required in Zone 1 and the two canal crossing required in Zone 3. Concerns were also raised regarding impacts of habitat fragmentation and pollution of the water course/ponds at Plucking Grove Wood in Zone 1, and impacts on biodiversity of the River Marden in Zones 3 and 4. A concern was raised that desk based ecological assessments have been insufficient.

Ecology – Future Chippenham officer response

An assessment of the biodiversity baseline has been carried out, to inform the road route options assessment process presented in this consultation, including a site-based Extended Phase 1 Habitat survey, a Ground Level Tree Assessment (GLTA) for bats, and wintering bird surveys. Key considerations are the mitigation of any potential impacts on nearby designated sites such as Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), County Wildlife Sites (CWSs), Ancient Woodlands, and on any protected or notable species recorded in the area. A range of

Summary of responses to Question 8 – Option A (outer route)

potential mitigation measure are identified in paragraph 4.4 of the PEAOR summary report²⁷. Further ecological surveys are being carried out, and discussions with Natural England and the County Ecologist are ongoing.

The feedback received identifying individual species (including spotted flycatcher breeding territories and other species such as kites, buzzards, owls and migratory birds, roe deer, voles, hares, rabbits, foxes, badgers, long tailed tits, blue tits, great tits, dunnocks, robins, otters and others) is welcomed, and the Future Chippenham team will ensure that these, plus any others, are taken into account during further ecological evaluations and the design process.

Any development including the road options and wider Framework Masterplan will be further supported and informed by additional detailed ecological surveys, which will form a critical part of the Environmental Impact Assessment for the whole site. The Framework Masterplan will be supported by a suite of ecology assessments that consider impact on all flora, fauna, and their habitat. These studies will identify if important species are present and if so can either be avoided or if avoidance is not possible, identify what mitigation will be needed. Avoidance of impacts will be the preferred option in all cases, and where this is not possible then mitigation may include translocation of species where legislation requires. The scheme will need to show how a net gain for biodiversity is provided in line with local and national planning requirements.

The ability to achieve a biodiversity net gain has been fundamental in informing the draft Concept Framework for the site and will continue to be considered in the development of the Framework Masterplan. It will be ensured that all opportunities for enhancing biodiversity are investigated on a whole site basis and where appropriate on a Chippenham wide basis.

The Future Chippenham team are committed to working in partnership with key environmental stakeholders and statutory consultees in developing the Framework Masterplan, including the Environment Agency, Natural England and Wiltshire Wildlife Trust.

The benefits of developing a whole site Framework Masterplan are key to ensuring that the impacts on ecology can be minimised, and mitigation can be delivered and planned upfront on a holistic scale.

Theme: Landscape (Appendix C5)

Landscape

There were 272 responses to Question 8 (Option A: outer route) that raised issues around landscape. A large proportion of these were concerns about the impacts on the landscape and rural setting, that the development would be too visible, would result in too much loss of greenspace in the Avon/Marden Valley. A significant number of responses also noted that all of the options, not just Option A, would be environmentally damaging. Concerns were raised

²⁷ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 8 – Option A (outer route)

about the loss of separation between Chippenham and the surrounding towns and villages, e.g. Tytherton Lucas, Lacock, Old Derry Hill, Pewsham, Stanley, Bremhill, Calne Without, and Lackham. Concerns were also raised regarding impacts on the accessible amenity of walking and cycling routes, and requests were made for tree planting and use of topography to minimise landscape impacts. A small number of responses were received which stated a preference for Option A as this option minimised landscape impacts and protected walking routes/countryside access.

In relation to Zone 1, a concern was raised that the Option A route appears to rise on to higher ground to the south, and would be better heading straight east.

With regard to Zone 2, a number of concerns were raised (including from the Wilts & Berks Canal Trust) regarding the proximity of the route to Pewsham Locks, and the impact this would have on the rural solitude of the canal towpath and this area. Landscape impacts on Lackham were also raised as a concern.

In Zone 3, comments were made in relation to the visual prominence of the road in this area, and concerns raised regarding the wide route of the road.

In Zone 4, comments were made in relation to the visual prominence of the road in this area, and concerns were raised about landscape impacts on Stanley Lane, Tytherton Lucas and the Chippenham – Calne cycle route. A landowner in this zone noted their support, if adequately compensated.

In relation to Zone 5, a concern was raised regarding the landscape impacts of the River Avon crossing.

Landscape – Future Chippenham officer response

The draft Concept Framework for the site and the road options put forward during the consultation were informed by landscape assessments and studies. Further development of the road route option and Framework Masterplan will be supported and informed by a more detailed landscape assessment that will ensure the most sensitive landscape elements are protected and where possible enhanced. This will include the river corridor and the existing country park. Where less sensitive landscape is identified for development then suitable mitigation such as landscape planting, topography and design will be identified accordingly. The Framework Masterplan will ensure that a generous amount of open space, over and above locally required standards, is provided for the local community to enjoy in perpetuity.

In support of the road route options, a desk-based landscape and visual impacts study was undertaken and covered a 1km study area surrounding the site/route options as detailed in section 3.6 of the PEAOR summary report²⁸. This detailed landscape mitigation recommendations that could be implemented, including:

- careful siting of the highway to avoid significant landscape and visual effects.

²⁸ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 8 – Option A (outer route)

- avoidance of the loss of mature trees, hedgerows and safeguarding of existing habitats.
- limiting vegetation removal to that required to undertake the works.
- mitigation planting and/or screening bunds being designed to provide both adequate screening of the highway whilst remaining mindful of the character of the existing landscape to enable the new highway to integrate.
- creation of wet woodland in specific locations to provide both biodiversity and amenity benefit.
- ensuring the design of structures and finishes associated with the river crossings be locally distinctive and reflect a high quality of design.
- ensure the scheme integrates with local neighbourhoods to provide benefits for walkers and cyclists in the local area.

The consultation identified concerns that the scheme could cause coalescence between Chippenham and existing settlements such as Bremhill and Calne. The development of the Framework Masterplan will be supported by further landscape assessment which will consider this issue in more detail. Where appropriate, landscape buffers and mitigation will be proposed to ensure that separation and preservation of the identity of surrounding settlements is preserved.

Agricultural land

There were 34 responses to Question 8 (Option A: outer route) that commented in relation to agricultural land, with the majority of these being an objection to the loss of agricultural land. A specific objection to loss of agricultural land in Zone 4. One respondent expressed a preference for Option A on that grounds that it is further away from farms.

Agricultural land – Future Chippenham officer response

Any development on the site will be supported and informed by a detailed agricultural land assessment, with a key objective being to avoid development that would result in the loss of Best and Most Versatile farmland.

The majority of soils within the study area are known to be classified as grade 3B and therefore are not recorded as the best and most versatile soils for agricultural use. However, there are known pockets of grade 1 and 2 soils (higher quality) in Zone 1, with sections of grade 3A soils interspersed across all zones.

It is anticipated that, subject to the site being allocated for development in the Local Plan, council owned land will be proposed for the development of the range of uses, potentially including housing, essential infrastructure and public open space. This will require existing farm uses to cease and farm tenants will be served notice to quit in the long term. Whilst some farming activities will remain on licences or other short term arrangements, it is not anticipated that they will remain in the long term.

Summary of responses to Question 8 – Option A (outer route)

Theme: Heritage (Appendix C6)

Heritage

There were 11 responses to Question 8 (Option A: outer route) that addressed heritage. A number of concerns were raised regarding the potential to negatively impact on heritage assets, including Tytherton Lucas conservation area, the National Trust's Lacock site, assets at Old Derry Hill, an 18th century stone bridge over the River Marden, Scott's Mill, Maud's Heath monument, Pewsham House, Old Pewsham and Forest Gate.

Heritage - Future Chippenham officer response

The draft Concept Framework developed to support the road route options assessment sought to ensure the protection of existing heritage sites and integration into any development in the future. This will be further incorporated into the Framework Masterplan which will be supported and informed by detailed heritage assessments to ensure that the most sensitive historic elements are protected and where possible enhanced. This will include archaeology, buildings of heritage value and historic landscapes, and will consider the assets highlighted by consultees. The principle that will underpin the Framework Masterplan will be to, wherever possible, identify heritage assets and avoid impacts (i.e. plan around them). Where some impact is seen as unavoidable then suitable mitigation will be discussed and agreed with the appropriate heritage bodies.

In support of the road route options, desk based assessments of archaeological and heritage impacts were carried out as detailed in the PEAOR summary report²⁹. This was presented alongside detailed mitigation recommendations, including careful siting of the highway to avoid significant impacts.

Theme: Economy and infrastructure (Appendix C7)

Employment and economy

There were 21 responses to Question 8 (Option A: outer route) that addressed employment and the economy. Many of the concerns raised revolved around a perceived lack of retail and leisure facilities, and employment opportunities in Chippenham, and reservations about the town's ability to accommodate further growth. It was noted that the town is in need of regeneration, with potential opportunities for brownfield redevelopment following the pandemic.

Employment and economy – Future Chippenham officer response

This consultation was about identifying a preferred road route should infrastructure be required. Matters with respect to the economy were not within the scope of the road route

²⁹ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 8 – Option A (outer route)

options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site.

In line with national planning legislation, it is a requirement of the council's Local Plan to identify how and where projected employment needs for the next 20 years can be met in the most environmentally sustainable way. Given that Chippenham will need new homes, then it is sustainable to provide employment opportunities within the same development. This provides local opportunities and cuts down the need for largescale commuting. A function of the new road will be to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre, improve connectivity and travel within and around the town. Evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

Infrastructure and services

There were 5 responses to Question 8 (Option A: outer route) addressing infrastructure and services, including similar concerns about the capacity of the town's infrastructure to deal with future growth. Requests were made for a new petrol filling station and that development avoid negative impacts on Stanley Park sports ground.

Infrastructure and services – Future Chippenham officer response

Any development will need to be supported by infrastructure. This was identified in the draft Concept Framework which informed the road route options assessment process. This will be refined further during the development of the Framework Masterplan and will include both critical and community infrastructure including the following:

- School provision
- Heath facilities
- Open space and play areas
- Indoor and outdoor leisure facilities
- Open spaces
- Country parks
- Local centres/small scale retail
- Community halls
- Public houses
- Churches

Preparation of the Framework Masterplan will be informed by ongoing dialogue between the Future Chippenham team and key stakeholders and service providers to ensure that capacity needs are identified and accommodated for within the plans for the site.

The submission to the Local Planning Authority to demonstrate that the Future Chippenham site is the most sustainable option in which to meet the town's future growth needs, will include an Infrastructure Delivery Plan (IDP) setting out the infrastructure that is required to

Summary of responses to Question 8 – Option A (outer route)

be delivered and by when. This IDP will support future Local Plan representations, masterplan and planning applications.

The routing of the road and layout of the future development in a way which protects and supports the strategically important Stanley Park sports ground facility is of critical importance.

Health and social wellbeing

There were 6 responses to Question 8 (Option A: outer route) all noting concerns that the development could have negative implications on health and wellbeing.

Health and social wellbeing – Future Chippenham officer response

Health and social wellbeing are fundamental considerations of the draft Concept Framework that have informed the road route options assessment. The scale of the proposed growth in the draft Concept Framework allows a strategic approach to the provision of landscape and green infrastructure which will deliver social, economic and environmental benefits. The proposed Country Park offers a significant area of open space which will support the future health and wellbeing of existing and future residents. The river and its flood meadows will also become a 'unifying strand' in the green infrastructure network.

Public health matters will be assessed further as part of the development of the Framework Masterplan and road design and there will be a chapter within the Environmental Impact Assessment which will accompany all submissions, detailing the assessments undertaken, impacts identified, mitigatory measures to be implemented and opportunities for improvements where practicable. Similarly, the EIA will address social issues including the provision of affordable homes, accessible homes for the mobility impaired, access to education and healthcare services and incorporation of the principles of safe by design. The points regarding potential detrimental impacts on people's health arising from this scheme are noted and accepted as valid. It will be important in the continuing design process for the Framework Masterplan that this issue is addressed and to ensure this the process will include consultation with the NHS and be designed to minimise impacts and optimise opportunities, such as the provision of a new network of public green open space including trim trails and enhanced cycle and walking opportunities.

Theme: Planning (Appendix C8)

Relationship with the Local Plan review/Prematurity

There were 25 responses to Question 8 (Option A: outer route) making reference to the Future Chippenham project's relationship with the Local Plan review. The majority of these were concerns that the case for the scale of development proposed in Chippenham has not yet been fully debated through the Local Plan review process, and that consultation on the distributor road is premature, with concerns raised about predetermining the outcome of the Local Plan review. Concerns were also raised regarding the Local Plan review site selection process. It was noted there appeared to be a lack of strategic vision for Chippenham, while

Summary of responses to Question 8 – Option A (outer route)

another noted that Route A gives the greatest scope for the council to allocate sites for housing and industry, to avoid piecemeal development.

Relationship with the Local Plan review/Prematurity – Future Chippenham officer response

Matters relating to the Local Plan review are not within the scope of the road route options consultation, although this report will be shared with Wiltshire Council's Spatial Planning team. The comments received do nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing the Framework Masterplan for the site.

While ideally a planning application for the road or any wider development would not be submitted until the Local Plan review is complete, there are many precedents set where applications that accord with an emerging Local Plan which has reached an advanced stage within the process have been permitted, so as to ensure timely delivery of housing and critical infrastructure.

The next stage of the process is to include a Framework Masterplan which will set out the vision and context for the development. This will be subject to full consultation in due course and be supported by a design code which will provide more detail.

Compatibility with made/emerging neighbourhood plans

There were 2 responses to Question 8 (Option A: outer route) raising concerns about the potential conflict between the options in Zones 3 and 4, and the Bremhill Neighbourhood Plan.

Compatibility with made/emerging neighbourhood plans – Future Chippenham officer response

This consultation related to the preferred road route for road infrastructure should the area be allocated for housing. Matters relating to the acceptability in principle of developing in a particular area will be key considerations for the Local Plan review process. Comments relating to neighbourhood plan policy requirements are also relevant to the masterplanning stage of the project, and relevant neighbourhood plans will be considered as part of the evidence review supporting the production of the Framework Masterplan. The project team will ensure further discussion is had with the relevant town and parish councils, or neighbourhood plan steering groups to ensure proposals are as joined up as possible.

Housing/Scale of development

There were 81 responses to Question 8 (Option A: outer route) raising matters surrounding housing and scale of development. A large proportion of these were comments that there is insufficient evidence to support the scale of housing proposed, and questioned whether evidence to support the proposed allocation was out of date. The scale of development was of key concern to a number of respondents, who raised objections about overurbanisation of the area between Chippenham and Calne. Some respondents noted that Option A was

Summary of responses to Question 8 – Option A (outer route)

preferred as this would futureproof the town for development that is required in the future. It was requested by some that brownfield sites be developed ahead of this site.

Housing/Scale of development – Future Chippenham officer response

Matters regarding the scale and location of development being proposed are not within the scope of the road route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site. This report will also be shared with Wiltshire Council's Spatial Planning team for their information.

Theme: Consultation and process (Appendix C9)

HIF bid and funding

There were 27 responses to Question 8 (Option A: outer route) addressing matters related to the HIF bid and funding. Over half of these were comments that Option A was the most expensive route to deliver, raising concerns that it is too expensive or not viable, with some specific references being made to the viaducts that would be required to facilitate Option A. Concerns were raised in relation to the HIF bid process, with comments that there was insufficient consultation ahead of the bid being made, that the council should return the funds to Homes England, and that the project appears to be being rushed in order to meet grant timescale conditions. Concerns were also raised regarding the ethics of raising funds by selling council owned farms.

HIF bid and funding – Future Chippenham officer response

The council acted in a proactive manner to seek central government funding to ensure that infrastructure could be in place to unlock housing should the area be allocated through the Local Plan review, on land recognised for potential future growth within the earlier examination of the Chippenham Site Allocations Plan. The successful bid for funding provides a resolution to the potential barriers for the site and enables a holistic approach to the delivery of critical infrastructure to meet the strategic need of the town, alongside other benefits for the town as a whole. At the time of the bid submission it was expected that the Local Plan review would have completed its public consultation on its spatial strategy prior to any awards being made by MHCLG. Delays in the Local Plan review timetable meant that the grant was awarded in advance of this stage of the Local Plan. However, this does not affect the fact that the application for the funding was made based on identified need on a particular site. The successful bid for central government funding was based on a business case which demonstrated good value for money.

Process/Consultation

There were 31 responses to Question 8 (Option A: outer route) addressing Future Chippenham's consultation process. A majority of these were criticisms that there was not a 'no road' option offered on the consultation form. Another view expressed was that the consultation should not have been on the road alone, and should have included opportunity

Summary of responses to Question 8 – Option A (outer route)

to comment on the proposed homes as well. There were also concerns that the options were too similar and did not offer enough choice, and that the material was not clear or that responses to questions raised during the consultation were not clear.

Process/Consultation – Future Chippenham officer response

The consultation accorded to the Local Planning Authority's adopted Statement of Community Involvement as amended in July 2020 that implemented an interim approach to public consultation in light of restrictions imposed due to the COVID-19 pandemic. Whilst the unique circumstances of the pandemic meant that face-to-face consultation was not an option, alternative COVID safe methods of outreach, such as online webinars and a video, were employed which enabled effective engagement. The results of the consultation with just under 1,200 individual representations being received indicates that the techniques employed have been successful.

It is not uncommon for councils to take an active role in the development of land within their ownership, and procedures are in place to ensure that there is a clear internal organisational separation between teams promoting a development (in this case Future Chippenham) and teams responsible for undertaking the regulatory functions of the council (the Local Planning Authority). Similarly, the elected Councillors who sit on the planning decision making committee (in this case Strategic Planning Committee) will be bound by the law and code of practice to consider the case before them solely upon its planning merits taking into account planning policy and all other material planning considerations, including the results of consultations.

The principle of whether the road and potential wider development should go ahead, including the consideration of alternative options, is for the Local Plan review to address. As explained at the beginning of Section 4, the Future Chippenham road route options consultation took place around a working assumption that the project could be taken forward should an appropriate allocation be made in the Local Plan review. As such, the consultation form did not include a specific question asking for feedback on whether or not consultees supported the new road in principle, as it had already been confirmed that should there be any such development a new road will be required to avoid insurmountable negative impacts on the existing highways network. The consultation did enable consultees who wished to record their objection to any road through a number of free text fields built into the consultation form. In addition, consultees could choose to send an email or letter instead of completing the consultation form.

Theme: General (Appendix C10)

General

There were 470 responses raising general issues in response to Question 8 (Option A: outer route). The considerable majority of these were objections to the road, with views expressed that the road is not wanted, not needed or justified, and should not be progressed. A number of respondents commented that Option A was considered to be the best route option, that it would have least impact on existing properties, or be the least disruptive. Others commented that Option A would be least preferable option, or noted that this option scored worst in the

Summary of responses to Question 8 – Option A (outer route)

assessment process. Other general comments were made including concerns about impacts on house prices.

General – Future Chippenham officer response

We note the high number of representations saying that the road is not required. It is important to understand the context for the road.

In line with national planning legislation, every council in the country must be able to demonstrate a positive plan for how it can meet projected housing needs for the next 20 years and more. It is the role of the council's Local Plan to identify how and where this need can be met. The need for a significant number of new homes has been identified in this area by the Local Planning Authority following national planning guidelines. The question is therefore not if we should build new homes (as required by law), but how these can be best located and designed to benefit the wider community and be the most environmentally sustainable they can be. Given that Chippenham will need new homes, the function of the new road is to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre, improve connectivity and travel within and around the town. Evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

If none of the road options are pursued (and the £75 million funding returned to Government), it is not the case that the status quo will be maintained. The council will still be under a statutory obligation to meet its housing and employment needs and hence the same level of development will have to be built at Chippenham either through different site allocations or in a piecemeal, unplanned manner via speculative developments, which may not deliver the benefits for the town that the Future Chippenham site could. Under planning law, where a council cannot demonstrate a deliverable supply of homes to meet local needs there is a presumption in favour of granting planning permission for development, and the council and community could lose control of the process.

Summary of responses to Question 9 - Option B (middle route)

4.28. The full lists of summarised points relating to Option B (middle route) can be found at **Appendix D (1-10)**. The comments received were grouped under the following broad themes:

- Transport
- Climate change and flooding
- Pollution and air quality
- Ecology and environment
- Landscape
- Heritage
- Economy and infrastructure
- Planning
- Consultation and process
- General

- 4.29. A high level summary of the comments received is set out below along with officer responses to the points raised. Where appropriate the officer responses explain how the points raised have and will influence the project going forward, including through road design, road route options decision making, and the subsequent Framework Masterplanning process.

Summary of responses to Question 9 – Option B (middle route)

Theme: Transport (Appendix D1)

Transport

There were 266 responses to Question 9 (Option B: middle route) that were judged to fall within the theme of transport. Comments applicable to all the zones included concerns about increase congestion, and the potential for increased car use and commuter traffic. Comments received also noted concern about negative impacts on pedestrian and cycle recreation routes, and requests were made for investment into improving sustainable transport options including public transport and cycle/pedestrian routes. Some respondents queried the justification for the road, with some comments against the principle of the road, while others felt this road would be beneficial. A small number of respondents felt the new road should be delivered to function as a bypass. Some held the view that the road would help alleviate traffic issues, while others expressed a view that the future development would add pressure to the highways network. There were some concerns regarding the potential for this option to impact on nearby residential areas at Pewsham, while impacts on Monkton Park was felt by one to be less intrusive than other options. Some safety concerns were raised, for example in relation to the proximity of the route to the cycle network. A query was raised as to why the Option B route did not follow the route of the electric pylons, so as to minimise impacts on future residents. A concern was also raised that this option would require two very long bridges.

Landowners Gleeson request to work with the council on delivering an access route to the link road from the A4 London Road, and also comment that the consultation material presents a 'best fit' route which does not align to Option B, which is considered to be unjustified.

A range of views were received as to whether Option B was better or worse than the other road route options, with some suggestions of alternative or hybrid routes. The Environment Agency commented that a hybrid of options A and B would be preferred.

With specific reference to Option B through Zone 1, a number of comments were received which expressed support for the proposed connection with A350 at Lackham roundabout, although a small number of concerns were raised about increased congestion here and whether this could be delivered without removing the Lackham College exit. A number of respondents noted that Option B was the preferred route in this zone, including landowners in this area, albeit Stagecoach West noted that utilising the existing Pewsham Way would be the most logical bus route to support a sufficiently direct and regular service. A concern was also raised about the scale of the bridge that would be required in this zone.

Summary of responses to Question 9 – Option B (middle route)

With specific reference to Option B through Zone 2, comments were received relating to Option B's connection to the Pewsham link road option 3 with some support, but also concerns about the alignments of the road to facilitate efficient connectivity with Pewsham and Chippenham town centre. Comments were also raised about the relationship of the road to Pewsham, with one comment that it was too close to Pewsham and another noting that it is largely parallel to the existing Pewsham Way which should be utilised instead. Landowners in this area supported Option B within Zone 2.

With specific reference to Option B through Zone 3, a large number of objections were raised to the proposed staggered junction with the A4, and it was felt that a roundabout would be preferable, for reasons including less likelihood of congestion and highways safety. A small number of respondents expressed a preference for the staggered junction. Some concerns were raised regarding potential impacts on Stanley Lane, and some suggestions were made that the route should not proceed north of the A4.

With specific reference to Option B through Zone 4, a large number of concerns were raised about the impact this route would have on the Chippenham to Calne cycle route. It was suggested that the route should go over or under the cycle path to avoid disruption. Concern was raised that the route through Zones 4 and 5 would result in increased traffic load at Hill Corner, Jacksom's Lane and Kington Langley.

With specific reference to Option B through Zone 5, queries were raised how the route would effectively tie in with Monkton Park to address congestion around the station, how it would connect with Rawlings Green, and to Langley Road.

Transport: Future Chippenham officer response

Developing a simple range of options for sustainable transport is critical to the success of the Future Chippenham project, especially in providing evidence to support residents in engaging meaningfully in the process when considering the opportunities to deliver sustainable transport solutions for their town. A draft Concept Framework plan identifies sustainable transport opportunities and will be further developed into a Framework Masterplan for the whole area to show how the road will sit in context and how the development opportunities it presents may be delivered in the most beneficial way for the whole town. Delivering truly sustainable development will be at the heart of the Framework Masterplan and the road, whichever route is preferred, will be designed to promote sustainable transport as its principle objective with the provision of segregated cycling and walking routes as well as seeking to enhance public transport.

The responses provide valuable insight which will also be taken into consideration through the subsequent stage of preparing a wider Framework Masterplan for the site. The Framework Masterplan will be accompanied and underpinned by a sustainable transport strategy which will explain how the objectives of optimising sustainable transport patterns will be achieved, including walking, cycling and public transport. Where appropriate, segregated pedestrian and cycle routes will be provided alongside the distributor road and roads through any development that the road unlocks. Public transport links will also be a key consideration. Wherever possible cycle and pedestrian routes will be extended and links to existing networks towards Chippenham town centre, and the surrounding areas will be provided.

Summary of responses to Question 9 – Option B (middle route)

Public rights of way will be improved where appropriate and it will be ensured that safe crossing points are improved where necessary. Responses relating to public rights of way are welcomed and will be taken into consideration through the subsequent stage of preparing a wider Framework Masterplan for the site. The Public Rights of Way network will be protected and, where appropriate, enhanced through the development of the site. Wherever possible, rights of way will be retained in their existing layout, and only where diversions are absolutely necessary to the delivery of the development will suitable diversions to the network be proposed.

Where it is possible, opportunities to extend bus routes will be considered, introduced and improved with the introduction of any housing development that could be unlocked by the delivery of the distributor road. Some of the responses relating to public transport, provide valuable insight and will be taken into consideration through the subsequent stage of preparing a wider Framework Masterplan for the site.

Sustainable transport will be integral to the development and it will ensure that space for bus stops is incorporated into the design of the distributor road, where appropriate. The Framework Masterplan will consider as a priority the promotion of sustainable modes of transport including the use of low emission vehicles, cycling and walking and seek opportunities through wider improvements to reduce town centre congestion which has an impact on air quality.

The following section of the officer's response refers to comments made about Option B, Zone 1:

There were a number of comments with a preference for connecting the distributor road directly to the A350 at Lackham roundabout, connecting to the existing highway at this location would form a logical part of the transport network and is likely to operate more efficiently than the connection on the B4528. In this scenario a new junction from the highway network to the college would be included in the scheme.

A range of options were included in the Housing Infrastructure Fund (HIF) bid that comprise a southern distributor road between the A350 Lackham roundabout and the A4, a northern distributor road between the A4 and Parsonage Way and the full eastern distributor road combining both northern and southern routes. This assessment is included in the Options Assessment Report (OAR) as part of the road options public consultation and provides indicative land development requirements, cost estimates and benefit cost ratios. Whilst all three of these options indicate good benefit cost ratios the full eastern distributor road indicates the best benefit cost ratio and as such was progressed to public consultation. It should be noted that the quantum of development work undertaken for the business case submission to the Housing and Infrastructure Fund (HIF) and the Options Assessment Report (OAR) is subject to further review and quantum of development will be informed and allocated as part of the Local Plan.

Concern with the long length of bridge is noted, this option does have a greater impact on the environment and higher costs than Option C, however it does represent a lower environmental impact and costs than Option A in zone 1. An Environmental Impact Assessment (EIA) will be included in the planning application, appropriate environmental mitigation will be included in the proposals.

Summary of responses to Question 9 – Option B (middle route)

Feedback from Stagecoach is noted with a general preference for Option B throughout the scheme extents but also notes a concern with relevance and effectiveness for this option in zone 1 and 2. Noting that Stagecoach would support a study that provides an alternative distributor road route linking Avenue le Fleche to Bath Road via a shorter link road. This route would connect to the A4 on Rowden Hill via St Luke's Drive. This alternative route would directly cut through the Rowden Park conservation area and would impact the setting of the scheduled ancient monument and listed buildings at Rowden Manor.

Furthermore, consideration would need to be given to the transport modelling and available land for junctions with practical capacity (particularly at Rowden Hill), and providing a road that unlocks housing development through creation of additional transport network capacity but also provides access and distribution for development land. Meetings are planned with bus network operators to coordinate an appropriate level of bus service provision. Bus stops to serve the adjacent development and Wiltshire College & University Centre at Lackham will be considered as part of this review.

It is noted that this is the land developers preferred option in zone 1.

The following section of the officer's response refers to comments made about Option B, Zone 2:

Numerous comments relating to Option B in Zone 2 and Zone 3 relate to the junction with the A4 which is shown as a staggered junction due to potential land constraints to the northwest and southeast of the route alignment where it crosses the A4. Comments suggest a strong preference for a roundabout at this location. Transport modelling has been undertaken and it is likely that a roundabout or double roundabout junction is feasible and is also the preferred junction type at the A4. The transport assessment will progress in further detail following additional feedback from the Framework Masterplan and discussions with landowners prior to submission of the planning application.

Option B through zone 2 links the Future Chippenham development at South Chippenham to the A4, it is necessary to provide access to the development, whilst also providing an additional route to the A350 and the A4. A strategic signing strategy and impact on the existing road network will be reviewed by transport modelling in order to achieve approval by Wiltshire Council Highways as part of the planning application.

Any detrimental impact on the existing road network will be identified and mitigation proposed for review and approval by Wiltshire Council Highways.

It is noted that this is the land developers preferred option in zone 2.

The following section of the officer's response refers to comments made about Option B, Zone 3:

Numerous comments relating to Option B in Zone 2 and Zone 3 relate to the junction with the A4 which is shown as a staggered junction due to potential land constraints to the northwest and southeast of the route alignment where it crosses the A4. Comments suggest a strong preference for a roundabout in this location. Transport modelling has been undertaken and it is likely that a roundabout or double roundabout junction is feasible and is also the preferred

Summary of responses to Question 9 – Option B (middle route)

junction type at the A4. The transport assessment will progress in further detail following additional feedback from the Framework Masterplan and discussions with landowners prior to submission of the planning application.

Junctions and amendments to the existing transport network will be considered as part of the transport assessment for the planning application. A full review of impacts on the existing network will contain mitigation including amendments to speed limits, junction capacity upgrades, access restrictions, and traffic calming will be considered. Speed limit amendments and access restrictions will be subject to the Traffic Regulation Order process. The distributor road is likely to form a roundabout junction with Stanley Lane, with speed limit reductions either side of the new junction and traffic calming or restricted access considered on the western arm to Abbeyfield School; this is subject to further assessment and review with the Framework Masterplan and transport assessment.

Access to the Highway network for all existing residents, schools and businesses will be retained.

A range of options were included in the Housing Infrastructure Fund (HIF) bid that comprise a Southern distributor road between the A350 Lackham roundabout and the A4, a northern distributor road between the A4 and Parsonage Way and the full eastern distributor road combining both northern and southern routes. This assessment is included in the Options Assessment Report (OAR) as part of the road options public consultation and provides indicative land development requirements, cost estimates and benefit cost ratios. Whilst all three of these options indicate good benefit cost ratios the full eastern distributor road indicates the best benefit cost ratio and as such was progressed to public consultation. It should be noted that the quantum of development work undertaken for the business case submission to the Housing and Infrastructure Fund (HIF) and the Options Assessment Report (OAR) is subject to further review and quantum of development will be informed and allocated as part of the Local Plan.

A route option using Stanley Park or Stanley Lane would provide highway access along the existing road network to development land to the north of the A4. Development north of the A4 is likely to be possible but the impact on the existing road network and surrounding schools and residents would need to be considered in more detail. Development growth north of the A4 for this option is likely to be limited.

The following section of the officer's response refers to comments made about Option B, Zone 4:

A number of comments related to the impact on the disused railway line, National Cycle Network (NCN) route 403 are noted. These concerns included the impact of usability and ability to cross a distributor road. For any locations of crossing of this popular walking and cycling route, a signalised crossing will be provided. This will also connect with facilities along the length of the distributor road.

A connectivity plan will be progressed as part of the Framework Masterplan. It is likely that route Option B would retain the use of Hardens Lane for cycle and pedestrian movement which is not crossed by the road but can be accessed via the National Cycle Network (NCN) route 403 from the road. An additional cycle and pedestrian route alongside the road would also be provided. Additional links to other routes to provide a new network of commuting and

Summary of responses to Question 9 – Option B (middle route)

recreation routes for sustainable travel between new and existing developments will be proposed as part of the Framework Masterplan and delivered via the land development applications/contributions depending on Wiltshire Council's Planning Authority policies and conditions.

Cycle and pedestrian infrastructure will be designed to Local Transport Note 1/20 and Wiltshire Council Highways requirements in order to meet planning approval. An independent road safety audit will be undertaken; issues raised will be assessed by the Future Chippenham Highways design team to resolve as part of a design update.

A range of options were included in the Housing Infrastructure Fund (HIF) bid that comprise a southern distributor road between the A350 Lackham roundabout and the A4, a northern distributor road between the A4 and Parsonage Way and the full eastern distributor road combining both northern and southern routes; this assessment is included in the Options Assessment Report (OAR) as part of the road options public consultation and provides indicative land development requirements cost estimates and benefit cost ratios. Whilst all three of these options indicate good benefit cost ratios the full eastern distributor road indicates the best benefit cost ratio and as such was progressed to public consultation. It should be noted that the quantum of development work undertaken for the business case submission to the Housing and Infrastructure Fund (HIF) and the Options Assessment Report (OAR) is subject to further review and quantum of development will be informed and allocated as part of the Local Plan.

The following section of the officer's response refers to comments made about Option B, Zone 5:

The north eastern end of the distributor road follows the alignment of the Rawlings Green distributor road and rail bridge. The distributor road and associated land development for Rawlings Green has submitted an outline planning application under planning reference 15/12351/OUT. The route goes through the middle of the development area shown in the outline planning application. At the time of this public consultation response, Wiltshire Council's planning committee have resolved to grant planning permission subject to the signing of a S106 agreement.

The distributor road alignment presented for public consultation in zone 5 is supported by the landowner/developer.

The impact of the distributor road through Rawlings Green on traffic safety, the environment (including noise and pollution) and walking and cycling will be assessed as part of the Future Chippenham distributor road planning application.

After crossing the rail bridge, the road continues along a new road parallel to Parsonage Way, crosses the B4069 via two junctions and continues along a new distributor road past Birds Marsh to connect to the A350 at Malmesbury roundabout. M4 Junction 17 is then accessed via the A350. All of the route from the rail bridge is included as part of other developer planning applications, details are available on Wiltshire Council's planning portal³⁰.

³⁰ Wiltshire Council, planning portal, available at: <https://development.wiltshire.gov.uk/pr/s/>

Summary of responses to Question 9 – Option B (middle route)

The access road from the Rawlings Green development site through to Darcey Close would be delivered by the Rawlings Green development as part of planning application 15/12351/OUT or an alternative future application for development of the land.

Theme: Climate change and flooding (Appendix D2)

Climate change

There were 40 responses to Question 9 (Option B: middle route) that covered matters relating to climate change, with almost all being concerns about the project's climate impacts, concerns regarding carbon costs and compatibility with the council's declaration of a climate emergency. One respondent noted that Option B is shorter and therefore would have a lower carbon impact.

Climate change – Future Chippenham officer response

Addressing the climate emergency is an underpinning objective for the Future Chippenham project. Given that Chippenham will need new homes, the function of the new road is to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre and improve connectivity and travel within and around the town.

The Future Chippenham team consider all evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

Part of this will be the focus on supporting self-containment through the delivery of jobs, services and facilities which enable residents to meet their everyday needs within the town itself rather than needing to travel. Futureproofing development so that new builds are constructed to policy compliant carbon standards, alongside a framework of significant green infrastructure, spaces for nature and sustainable transport opportunities will also be critical.

These matters will be addressed through the subsequent stage of preparing the Framework Masterplan for the site. Garden settlement principles will be applied, with decarbonisation and the need to meet the challenges of the climate emergency will be underpinning principles. The Future Chippenham project will seek to be aspirational and identify opportunities to exceed planning policy requirements wherever practicable. Consideration will be given to extend initiatives within the proposed Framework Masterplan area and the wider area so that the town moves towards the same objectives and goals.

Flooding

There were 25 responses to Question 9 (Option B: middle route) that covered matters relating to flooding, largely raising general concerns that the development could result in an

Summary of responses to Question 9 – Option B (middle route)

increased risk of flooding or objection to building on flood plains. Detailed advice was received from Wiltshire Council's drainage team.

With regard to Zone 3 a comment noted specific concerns around flooding in this area, such as at Westmead playing fields.

Flooding – Future Chippenham officer response

The rivers in and around the site are important features in the landscape as well as being environmental assets, and will be key considerations in the design and layout of the site in the Framework Masterplan.

Desk based assessments of the water environment were carried out in support of the road route options stage, which set out a number of mitigation measures to be employed to reduce runoff and pollution from construction activities into local watercourses and groundwater receptors. This is further detailed within Section 4.5 of the PEOR summary report³¹.

Proposals for development of the site will be further supported and informed by detailed flood risk assessments, which will consider flood risk in the areas noted. A principle that will underpin the Framework Masterplan will be to, wherever possible, identify and avoid development in areas at risk of flooding (Flood Zones 2 and 3). Where some impact is seen as unavoidable then suitable mitigation will be discussed and agreed with the appropriate drainage bodies. Ongoing assessment work will identify areas that are more susceptible to flooding, including groundwater flooding, and identify mitigation and drainage strategies to be put in place.

It is expected that that the development proposals will include measures to alleviate flood risk in some areas.

The Environment Agency's comments are noted and will be taken into account when considering the final route recommendation.

Theme: Pollution and air quality (Appendix D3)

Pollution and air quality

There were 43 responses to Question 9 (Option B: middle route) that addressed pollution and air quality. The majority of these were concerns that this development would result in an increase of air pollution, while others noted a concern about increased noise pollution. Concerns were raised that mitigation measures would not be enough to address these issues.

³¹ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 9 – Option B (middle route)

Specific concerns were raised in relation to the route through Zones 3 and 4, including air pollution concerns regarding the proposed staggered junction at the A4, and observations that light and noise pollution may not be mitigatable around New Leaze Farm due to the elevated position of the route.

Pollution and air quality – Future Chippenham officer response

The draft Concept Framework plan that supported the road route options assessment provided the foundations to ensure that pollution and air quality were considered from the outset.

The Framework Masterplan will address the need to minimise the impacts of air pollution, light pollution, and noise pollution. Comments regarding pollution, air quality noise and light pollution provide valuable information which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the wider site and design of the final road option chosen. All aspects of pollution will be further assessed as part of the development of the wider Framework Masterplan and road design to be accompanied by an overarching Environmental Impact Assessment. This will clearly outline potential impacts and proposed measures identified as necessary to mitigate them. Potential impacts during construction will also be avoided where possible, and where not possible mitigated by employing best practise construction practice.

Whilst air quality modelling or noise impacts assessments are yet to be undertaken, it is recognised that selection of a route located furthest from pollutant receptors would assist in reducing potential air quality impacts, and there is potential for the use of noise dulling barriers (such as landscape bunding) to help ameliorate the impacts of noise.

Theme: Ecology and environment (Appendix D4)

Ecology

There were 57 responses to Question 9 (Option B: middle route) that raised issues around ecology. The majority of these were concerns about the development leading to potential negative impacts on biodiversity, wildlife (including protected species) and habitats. Some comments were raised that Option B was preferable due to minimised impacts on ecology when compared to the other options. It was also commented that biodiversity net gain should be achieved and suggested that there should be partnership working with the local Wildlife Trust. A concern was raised about potential impacts on wildlife at Baydon's Meadow. Concerns were also raised that there had been no Environmental Impact Assessment carried out.

In relation to Zone 1, comments, including from the Environment Agency (EA), noted that Option B is preferred route in terms of both water environment and biodiversity in this area.

The EA also noted support for the route through Zone 3 due to having the fewest watercourse crossings, although others raised concerns about the potential impacts on wildlife within the zone. A comment was raised that Option B resulted in less impact on great crested newt habitat than other options.

Ecology – Future Chippenham officer response

An assessment of the biodiversity baseline has been carried out, to inform the road route options assessment process presented in this consultation, including a site-based Extended Phase 1 Habitat survey, a Ground Level Tree Assessment (GLTA) for bats, and wintering bird surveys. Key considerations are the mitigation of any potential impacts on nearby designated sites such as Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), County Wildlife Sites (CWSs), Ancient Woodlands, and on any protected or notable species recorded in the area. A range of potential mitigation measures are identified in paragraph 4.4 of the PEAOR summary report³². Further ecological surveys are being carried out, and discussions with Natural England and the County Ecologist are ongoing.

The feedback received identifying individual species (including spotted flycatcher breeding territories and other species such as kites, buzzards, owls and migratory birds, roe deer, voles, hares, rabbits, foxes, badgers, long tailed tits, blue tits, great tits, dunnocks, robins, otters and others) is welcomed, and the Future Chippenham team will ensure that these, plus any others, are taken into account during further ecological evaluations and the design process.

Any development including the road options and wider Framework Masterplan will be further supported and informed by additional detailed ecological surveys, which will form a critical part of the Environmental Impact Assessment for the whole site. The Framework Masterplan will be supported by a suite of ecology assessments that consider impact on all flora, fauna, and their habitat. These studies will identify if important species are present and if so can either be avoided or if avoidance is not possible, identify what mitigation will be needed. Avoidance of impacts will be the preferred option in all cases, and where this is not possible then mitigation may include translocation of species where legislation requires. The scheme will need to show how a net gain for biodiversity is provided in line with local and national planning requirements.

The ability to achieve a biodiversity net gain has been fundamental in informing the draft Concept Framework for the site and will continue to be considered in the development of the Framework Masterplan. It will be ensured that all opportunities for enhancing biodiversity are investigated on a whole site basis and where appropriate on a Chippenham wide basis.

The Future Chippenham team are committed to working in partnership with key environmental stakeholders and statutory consultees in developing the Framework Masterplan, including the Environment Agency, Natural England and Wiltshire Wildlife Trust.

The benefits of developing a whole site Framework Masterplan are key to ensuring that the impacts on ecology can be minimised, and mitigation can be delivered and planned upfront on a holistic scale.

³² Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Theme: Landscape (Appendix D5)

Landscape

There were 202 responses to Question 9 (Option B: middle route) that raised issues around landscape. A large proportion of these were concerns about the impacts on the landscape and rural setting, that the development would be too visible, would result in too much loss of greenspace in the Avon/Marden Valley. Requests for landscape mitigation were made. Concerns were also raised about the loss of separation between Chippenham and the surrounding towns and villages, e.g. Studley, Derry Hill, and Bremhill. Some comments noted that Option B presented the best option in terms of mitigating landscape impacts, although it was noted that Option B encroaches into the countryside more than Option C. Concerns were raised about the potential for this route to impact on the historic canal, including comments from the Wilts & Berks Canal Trust who also noted the need for vehicular access to the canal and parking.

In Zone 1 specific concerns were raised about the landscape impacts of the viaducts that would be required, for example in the countryside between Rowden Manor and Reybridge.

In Zone 2, further concerns were expressed about potential landscape impacts on the rural nature of the canal path, and land south of Pewsham. One respondent commented that the route is less visually intrusive in this zone. Stagecoach West commented that this route impinges least on the northern part of Zone 2 at Forest Farm which is considered to be the most suitable land parcel and is already able to take advantage of a frequent direct bus service.

In Zone 3, the impacts on landscape and visual amenity were raised as issues of concern with particular reference to impacts on the Marden Valley from Bremhill parish. Some comments noted that Option B was less visually intrusive in this zone.

In Zone 4 concerns were raised about impacts on the Chippenham – Calne cycle track and impacts from Tytherton Lucas, with concerns about the route on a high ridgeline. Some comments noted that Option B was less visually intrusive in this zone. Wilts & Berks Canal Trust (WBCT) also commented that north of the A4 the route should recognise WBCT's plan to link the canal main line at Stanley to the River Avon.

In relation to Zone 5, a concern was raised regarding the landscape impacts of the River Avon crossing.

Landscape – Future Chippenham officer response

The draft Concept Framework for the site and the road options put forward during the consultation were informed by landscape assessments and studies. Further development of the road route option and Framework Masterplan will be supported and informed by a more detailed landscape assessment that will ensure the most sensitive landscape elements are protected and where possible enhanced. This will include the river corridor and the existing country park. Where less sensitive landscape is identified for development then suitable mitigation such as landscape planting, topography and design will be identified accordingly.

Summary of responses to Question 9 – Option B (middle route)

The Framework Masterplan will ensure that a generous amount of open space, over and above locally required standards, is provided for the local community to enjoy in perpetuity.

In support of the road route options, a desk-based landscape and visual impacts study was undertaken and covered a 1km study area surrounding the site/route options as detailed in section 3.6 of the PEAOR summary report³³. This detailed landscape mitigation recommendations that could be implemented, including:

- careful siting of the highway to avoid significant landscape and visual effects.
- avoidance of the loss of mature trees, hedgerows and safeguarding of existing habitats.
- limiting vegetation removal to that required to undertake the works.
- mitigation planting and/or screening bunds being designed to provide both adequate screening of the highway whilst remaining mindful of the character of the existing landscape to enable the new highway to integrate.
- creation of wet woodland in specific locations to provide both biodiversity and amenity benefit.
- ensuring the design of structures and finishes associated with the river crossings be locally distinctive and reflect a high quality of design.
- ensure the scheme integrates with local neighbourhoods to provide benefits for walkers and cyclists in the local area.

The consultation identified concerns that the scheme could cause coalescence between Chippenham and existing settlements such as Bremhill and Calne. The development of the Framework Masterplan will be supported by further landscape assessment which will consider this issue in more detail. Where appropriate, landscape buffers and mitigation will be proposed to ensure that separation and preservation of the identity of surrounding settlements is preserved.

Agricultural land

There were 40 responses to Question 9 (Option B: middle route) that commented in relation to agricultural land, with the majority of these being an objection to the loss of agricultural land.

Agricultural land – Future Chippenham officer response

Any development on the site will be supported and informed by a detailed agricultural land assessment, with a key objective being to avoid development that would result in the loss of Best and Most Versatile farmland.

The majority of soils within the study area are known to be classified as grade 3B and therefore are not recorded as the best and most versatile soils for agricultural use. However, there are known pockets of grade 1 and 2 soils (higher quality) in Zone 1, with sections of grade 3A soils interspersed across all zones.

³³ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 9 – Option B (middle route)

It is anticipated that, subject to the site being allocated for development in the Local Plan, council owned land will be proposed for the development of the range of uses, potentially including housing, essential infrastructure and public open space. This will require existing farm uses to cease and farm tenants will be served notice to quit in the long term. Whilst some farming activities will remain on licences or other short term arrangements, it is not anticipated that they will remain in the long term.

Theme: Heritage (Appendix D6)

Heritage

There were 6 responses to Question 9 (Option B: middle route) that addressed heritage. Some concerns were raised regarding the potential to negatively impact on listed buildings at Showell Farm and Tytherton Lucas conservation area. Concerns were also raised about archaeological value of the land.

Heritage - Future Chippenham officer response

The draft Concept Framework developed to support the road route options assessment sought to ensure the protection of existing heritage sites and integration into any development in the future. This will be further incorporated into the Framework Masterplan which will be supported and informed by detailed heritage assessments to ensure that the most sensitive historic elements are protected and where possible enhanced. This will include archaeology, buildings of heritage value and historic landscapes, and will consider the assets highlighted by consultees. The principle that will underpin the Framework Masterplan will be to, wherever possible, identify heritage assets and avoid impacts (i.e. plan around them). Where some impact is seen as unavoidable then suitable mitigation will be discussed and agreed with the appropriate heritage bodies.

In support of the road route options, desk based assessments of archaeological and heritage impacts were carried out as detailed in the PEAOR summary report³⁴. This was presented alongside detailed mitigation recommendations, including careful siting of the highway to avoid significant impacts.

Theme: Economy and infrastructure (Appendix D7)

Employment and economy

There were 9 responses to Question 9 (Option B: middle route) that addressed employment and the economy, revolving around a perceived lack of employment opportunities in Chippenham, and reservations about the town's ability to accommodate further growth.

³⁴ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Employment and economy – Future Chippenham officer response

This consultation was about identifying a preferred road route should infrastructure be required. Matters with respect to the economy were not within the scope of the road route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site.

In line with national planning legislation, it is a requirement of the council's Local Plan to identify how and where projected employment needs for the next 20 years can be met in the most environmentally sustainable way. Given that Chippenham will need new homes, then it is sustainable to provide employment opportunities within the same development. This provides local opportunities and cuts down the need for largescale commuting.

A function of the new road will be to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre, improve connectivity and travel within and around the town. Evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

Infrastructure and services

There were 14 responses to Question 9 (Option B: middle route) addressing infrastructure and services. Concerns were raised that there is insufficient infrastructure in the area, and this needs improving. A request was made for a new petrol filling station and that development avoid negative impacts on Stanley Park sports ground. Sport England requested that more information is provided about the potential impacts on Stanley Park sports ground. Concerns were also raised about the proximity to Abbeyfield School.

Infrastructure and services – Future Chippenham officer response

Any development will need to be supported by infrastructure. This was identified in the draft Concept Framework which informed the road route options assessment process. This will be refined further during the development of the Framework Masterplan and will include both critical and community infrastructure including the following:

- School provision
- Heath facilities
- Open space and play areas
- Indoor and outdoor leisure facilities
- Open spaces
- Country parks
- Local centres/small scale retail
- Community halls
- Public houses
- Churches

Summary of responses to Question 9 – Option B (middle route)

Preparation of the Framework Masterplan will be informed by ongoing dialogue between the Future Chippenham team and key stakeholders and service providers to ensure that capacity needs are identified and accommodated for within the plans for the site.

The submission to the Local Planning Authority to demonstrate that the Future Chippenham site is the most sustainable option in which to meet the town's future growth needs, will include an Infrastructure Delivery Plan (IDP) setting out the infrastructure that is required to be delivered and by when. This IDP will support future Local Plan representations, masterplan and planning applications.

Health and social wellbeing

There were 12 responses to Question 9 (Option B: middle route) relating to health and wellbeing matters, raising concerns about loss of greenspace and safe environments for exercise.

Health and social wellbeing – Future Chippenham officer response

Health and social wellbeing is a fundamental aspect of the draft Concept Framework that has informed the road route options assessment. The scale of the proposed growth in the draft Concept Framework allows a strategic approach to the provision of landscape and green infrastructure which will deliver social, economic and environmental benefits. The proposed country park offers a significant area of open space which will support the future health and wellbeing of existing and future residents. The river and its flood meadows will also become a 'unifying strand' in the green infrastructure network.

Public health matters will be assessed further as part of the development of the Framework Masterplan and road design and there will be a chapter within the Environmental Impact Assessment (EIA) which will accompany all submissions, detailing the assessments undertaken, impacts identified, mitigatory measures to be implemented and opportunities for improvements where practicable. Similarly, the EIA will address social issues including the provision of affordable homes, accessible homes for the mobility impaired, access to education and healthcare services and incorporation of the principles of safe by design. The points regarding potential detrimental impacts on people's health arising from this scheme are noted and accepted as valid. It will be important in the continuing design process for the Framework Masterplan that this issue is addressed and to ensure this process will include consultation with the NHS and be designed to minimise impacts and optimise opportunities, such as the provision of a new network of public green open space including trim trails and enhanced cycle and walking opportunities.

Theme: Planning (Appendix D8)

Relationship with the Local Plan review/Prematurity

There were 26 responses to Question 9 (Option B: middle route) making reference to the Future Chippenham project's relationship with the Local Plan review. The majority of these

Summary of responses to Question 9 – Option B (middle route)

were concerns that the case for the scale of development proposed in Chippenham has not yet been fully debated through the Local Plan review process, and that consultation on the distributor road is premature, with concerns raised about predetermining the outcome of the Local Plan review. Concerns were also raised regarding the Local Plan review site selection process and housing figures.

Relationship with the Local Plan review/Prematurity – Future Chippenham officer response

Matters relating to the Local Plan review are not within the scope of the road route options consultation, although this report will be shared with Wiltshire Council's Spatial Planning team. The comments received do nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing the Framework Masterplan for the site.

While ideally a planning application for the road or any wider development would not be submitted until the Local Plan review is complete, there are many precedents set where applications that accord with an emerging Local Plan which has reached an advanced stage within the process have been permitted, so as to ensure timely delivery of housing and critical infrastructure.

The next stage of the process is to include a Framework Masterplan which will set out the vision and context for the development. This will be subject to full consultation in due course and be supported by a design code which will provide more detail.

Compatibility with made/emerging neighbourhood plans

There were 6 responses to Question 9 (Option B: middle route) raising concerns about the potential conflict between the options in Zones 3 and 4, and the Bremhill Neighbourhood Plan, as well as general conflicts with Chippenham, Bremhill, Calne and Calne Without neighbourhood plans.

Compatibility with made/emerging neighbourhood plans – Future Chippenham officer response

This consultation related to the preferred road route for road infrastructure should the area be allocated for housing. Matters relating to the acceptability in principle of developing in a particular area will be key considerations for the Local Plan review process. Comments relating to neighbourhood plan policy requirements are also relevant to the masterplanning stage of the project, and relevant neighbourhood plans will be considered as part of the evidence review supporting the production of the Framework Masterplan. The project team will ensure further discussion is had with the relevant town and parish councils, or neighbourhood plan steering groups to ensure proposals are as joined up as possible.

Housing/Scale of development

There were 93 responses to Question 9 (Option B: middle route) raising matters surrounding housing and scale of development. A large proportion of these were comments that there is

Summary of responses to Question 9 – Option B (middle route)

insufficient evidence to support the scale of housing proposed at Chippenham/on this site. Objections were raised to perceived overurbanisation of the area, with some comments stating a preference for smaller development sites. Concerns were raised about the impacts of a development this large on the existing town. Some comments appeared to assume the route would form an outer boundary to any future development and was therefore preferred. Some respondents noted a desire to see brownfield redevelopment prioritised ahead of development of this site. Option A was preferred as this would futureproof the town for development that is required in the future. It was requested by some that brownfield sites be developed ahead of this site.

Housing/Scale of development – Future Chippenham officer response

Matters regarding the scale and location of development being proposed are not within the scope of the road route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site. This report will also be shared with Wiltshire Council's Spatial Planning team for their information.

Placemaking

There were 4 responses to Question 9 (Option B: middle route) which raised concerns that the future development will be generic housing.

Placemaking – Future Chippenham officer response

This consultation was about identifying a preferred road route should infrastructure be required. Matters with respect to design and placemaking are not within the scope of the road route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site and road design.

The Framework Masterplan which is being produced currently and will be subject to public consultation in due course, will set out in some detail how the building of the road can help deliver a high-quality development with a unique sense of place and which will mark a step-change in previous recent house building around Chippenham. The Framework Masterplan will be accompanied by a Design Code which will ensure that these design standards are maintained throughout the lifetime of the build.

Theme: Consultation and process (Appendix D9)

HIF bid and funding

There were 32 responses to Question 9 (Option B: middle route) addressing matters related to the HIF bid and funding. Approximately half of these commented that this is an improper use of taxpayers' money, while others called for reallocation of funding to other projects such as investment in the current road infrastructure, improving the environment and climate resilience, and improving the town centre. Concerns were raised in relation to the HIF bid

Summary of responses to Question 9 – Option B (middle route)

process, with comments that there was insufficient consultation ahead of the bid being made, that the council should return the funds to Homes England. Concerns were also raised regarding the costs associated with construction of large viaduct structures.

HIF bid and funding – Future Chippenham officer response

The council acted in a proactive manner to seek central government funding to ensure that infrastructure could be in place to unlock housing should the area be allocated through the Local Plan review, on land recognised for potential future growth within the earlier examination of the Chippenham Site Allocations Plan. The successful bid for funding provides a resolution to the potential barriers for the site and enables a holistic approach to the delivery of critical infrastructure to meet the strategic need of the town, alongside other benefits for the town as a whole. At the time of the bid submission it was expected that the Local Plan review would have completed its public consultation on its spatial strategy prior to any awards being made by MHCLG. Delays in the Local Plan review timetable meant that the grant was awarded in advance of this stage of the Local Plan. However, this does not affect the fact that the application for the funding was made based on identified need on a particular site. The successful bid for central government funding was based on a business case which demonstrated good value for money.

Process/Consultation

There were 39 responses to Question 9 (Option B: middle route) addressing Future Chippenham's consultation process. A large proportion of these were criticisms that there was not a 'no road' option offered on the consultation form. Others raised issues with the form and content of the consultation material felt that questions asked had not been provided with sufficient answers. The timing of the consultation during a national lockdown was also criticised. Concerns were raised that the council's dual role in the promotion and determination of this site presented a conflict of interest. There were also concerns that the options were too similar and did not offer enough choice.

Process/Consultation – Future Chippenham officer response

The consultation accorded to the Local Planning Authority's adopted Statement of Community Involvement as amended in July 2020 that implemented an interim approach to public consultation in light of restrictions imposed due to the COVID-19 pandemic. Whilst the unique circumstances of the pandemic meant that face-to-face consultation was not an option, alternative COVID safe methods of outreach, such as online webinars and a video, were employed which enabled effective engagement. The results of the consultation with just under 1,200 individual representations being received indicates that the techniques employed have been successful.

It is not uncommon for councils to take an active role in the development of land within their ownership and procedures are in place to ensure that there is a clear internal organisational separation between teams promoting a development (in this case Future Chippenham) and teams responsible for undertaking the regulatory functions of the council (the Local Planning Authority). Similarly, the elected Councillors who sit on the planning decision making committee (in this case Strategic Planning Committee) will be bound by the law and code of practice to consider the case before them solely upon its planning merits taking into account

Summary of responses to Question 9 – Option B (middle route)

planning policy and all other material planning considerations, including the results of consultations.

The principle of whether the road and potential wider development should go ahead, including the consideration of alternative options, is for the Local Plan review to address. As explained at the beginning of Section 4, the Future Chippenham road route options consultation took place around a working assumption that the project could be taken forward should an appropriate allocation be made in the Local Plan review. As such, the consultation form did not include a specific question asking for feedback on whether or not consultees supported the new road in principle, as it had already been confirmed that should there be any such development a new road will be required to avoid insurmountable negative impacts on the existing highways network. The consultation did enable consultees who wished to record their objection to any road through a number of free text fields built into the consultation form. In addition, consultees could choose to send an email or letter instead of completing the consultation form.

Theme: General (Appendix D10)

General

There were 402 responses raising general issues in response to Question 9 (Option B: middle route). The considerable majority of these were objections to the road, with views expressed that the road is not wanted, not needed or justified, and should not be progressed. A number of respondents commented that Option B was considered to be the best route option, as a balance between the various pros and cons of the road options in respect of the environment, topography, proximity to housing etc. Other general comments were made including concerns about impacts on house prices and amenity to existing residents, and queries regarding how up to date the evidence base is, in light of the impacts of the pandemic.

General – Future Chippenham officer response

We note the high number of representations saying that the road is not required. It is important to understand the context for the road.

In line with national planning legislation, every council in the country must be able to demonstrate a positive plan for how it can meet projected housing needs for the next 20 years and more. It is the role of the council's Local Plan to identify how and where this need can be met. The need for a significant number of new homes has been identified in this area by the Local Planning Authority following national planning guidelines. The question is therefore not if we should build new homes (as required by law), but how these can be best located and designed to benefit the wider community and be the most environmentally sustainable they can be. Given that Chippenham will need new homes, the function of the new road is to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre, improve connectivity and travel within and around the town. Evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities

Summary of responses to Question 9 – Option B (middle route)

for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

If none of the road options are pursued (and the £75 million funding returned to Government), it is not the case that the status quo will be maintained. The council will still be under a statutory obligation to meet its housing and employment needs and hence the same level of development will have to be built at Chippenham either through different site allocations or in a piecemeal, unplanned manner via speculative developments, which may not deliver the benefits for the town that the Future Chippenham site could. Under planning law, where a council cannot demonstrate a deliverable supply of homes to meet local needs there is a presumption in favour of granting planning permission for development, and the council and community could lose control of the process.

Summary of responses to Question 10 - Option C (inner route)

4.30. The full lists of summarised points relating to Option C (inner route) can be found at **Appendix E (1-10)**. The comments received were grouped under the following broad themes:

- Transport
- Climate change and flooding
- Pollution and air quality
- Ecology and environment
- Landscape
- Heritage
- Planning
- Economy and infrastructure
- Consultation and process
- General

4.31. A high level summary of the comments received is set out below along with officer responses to the points raised. Where appropriate the officer responses explain how the points raised have and will influence the project going forward, including through road design, road route options decision making, and the subsequent Framework Masterplanning process.

Summary of responses to Question 10 – Option C (inner route)

Theme: Transport (Appendix E1)

Transport

There were 269 responses to Question 10 (Option C: inner route) that were judged to fall within the theme of transport. Key concerns were raised about worsening pressure on the road network and congestion in and around Chippenham, and the potential for this route to negatively impact on local footpaths, cycle routes and minor lanes. It was also felt by some that Option C came too close to existing housing and could reduce access to the countryside. It was considered by some that Option C is too close to existing roads to be able to offer any congestion alleviation, and a number of queries were raised as to whether the existing road

Summary of responses to Question 10 – Option C (inner route)

on Pewsham Way could be utilised. A small number of comments were made that a road should be built further out to function more like a bypass, while others did not feel a bypass would be necessary. A number of responses were received expressing a preference that funding be reallocated, and more consideration be given to improving current road infrastructure, public transport and sustainable transport options. Some residents were of the view that Option C would provide good connectivity, while others questioned the practicalities of the route, such as linkages to Abbeyfield School, to London Road and driving routes to Corsham and Calne.

Wilts & Berks Canal Trust expressed concern as to how pedestrian and cycle access would be enabled between Chippenham and Lacock. The Trust also requested that provision be made for vehicular access to the canal and parking for visitors.

In relation to Zone 1, a large number of responses noted a preference for the Option C route to join to the existing A350 Lackham roundabout rather than from a new one. A concern was raised about proximity to Lower Lodge Farm. Another comment was that Option C was preferable due to the shortest bridge option.

In Zone 2, concerns were raised regarding the potential impacts from proximity to the canal. It was also a concern that this part of the route was closest to existing properties at Pewsham, while others noted that Pewsham Way could be utilised instead of building a new section of road. Option C was considered by some to have good connectivity with Pewsham because of the link road option available to this route option, while others disagreed that this presented the best option and suggested alternatives.

In Zone 3, concerns were raised regarding proximity and impact on Abbeyfield School and Stanley Park sports ground. Some concerns were also raised about the proposed roundabout layout at the A4, and potential impacts on properties and road safety. Some support for a roundabout was also noted. A request was made that the route not extend north of the A4, and objection to a junction at Stanley Lane. Wilts & Berks Canal Trust (WBCT) requested that the route design should enable the canal north and south of the A4 to be linked, and north of the A4 the selected route should recognise WBCT's plan to link the canal main line at Stanley to the River Avon.

In Zone 4, a number of concerns were raised about the potential of the routing of Option C to impact on the Chippenham – Calne cycle route, which should be mitigated or realigned. Potential impacts on Jubilee Acres was also raised. It was queried why no link is provided to Monkton Park to help alleviate traffic congestion and improve accessibility. Concerns were also raised about added traffic pressure on Hill Corner, Jackson's Lane and Kington Langley. Landowners in Zone 4 commented that this part of the route is not deliverable for legal reasons.

Queries were raised about how the route through Zone 5 links to Langley Road and the railway.

Transport: Future Chippenham officer response

Developing a simple range of options for sustainable transport is critical to the success of the Future Chippenham project, especially in providing evidence to support residents in engaging meaningfully in the process when considering the opportunities to deliver sustainable

Summary of responses to Question 10 – Option C (inner route)

transport solutions for their town. A draft Concept Framework plan identifies sustainable transport opportunities and will be further developed into a Framework Masterplan for the whole area to show how the road will sit in context and how the development opportunities it presents may be delivered in the most beneficial way for the whole town. Delivering truly sustainable development will be at the heart of the Framework Masterplan and the road, whichever route is preferred, will be designed to promote sustainable transport as its principle objective with the provision of segregated cycling and walking routes as well as seeking to enhance public transport.

The responses provide valuable insight which will also be taken into consideration through the subsequent stage of preparing a wider Framework Masterplan for the site. The Framework Masterplan will be accompanied and underpinned by a sustainable transport strategy which will explain how the objectives of optimising sustainable transport patterns will be achieved, including walking, cycling and public transport. Where appropriate, segregated pedestrian and cycle routes will be provided alongside the distributor road and roads through any development that the road unlocks. Public transport links will also be a key consideration. Wherever possible cycle and pedestrian routes will be extended and links to existing networks towards Chippenham town centre, and the surrounding areas will be provided.

Public rights of way will be improved where appropriate and it will be ensured that safe crossing points are improved where necessary. Responses relating to public rights of way are welcomed and will be taken into consideration through the subsequent stage of preparing a wider Framework Masterplan for the site. The Public Rights of Way network will be protected and, where appropriate, enhanced through the development of the site. Wherever possible, rights of way will be retained in their existing layout, and only where diversions are absolutely necessary to the delivery of the development will suitable diversions to the network be proposed.

Where it is possible, opportunities to extend bus routes will be considered, introduced, and improved with the introduction of any housing development that could be unlocked by the delivery of the distributor road. Some of the responses relating to public transport, provide valuable insight and will be taken into consideration through the subsequent stage of preparing a wider Framework Masterplan for the site.

Sustainable transport will be integral to the development and it will ensure that space for bus stops is incorporated into the design of the distributor road, where appropriate. The Framework Masterplan will consider as a priority the promotion of sustainable modes of transport including the use of low emission vehicles, cycling and walking and seek opportunities through wider improvements to reduce town centre congestion which has an impact on air quality.

The following section of the officer's response refers to comments made about Option C, Zone 1:

The alignment of Option C does run close to Lower Lodge Farm. Whilst the road alignment does not conflict with existing buildings some disruption could be expected by Lower Lodge Farm residents during construction. This would be reviewed with the residents in more detail if Option C was selected as the preferred option. The farmland is owned by Wiltshire Council

Summary of responses to Question 10 – Option C (inner route)

and leased to the current occupants. Discussions with farm tenants are currently taking place and will be formalised with affected tenants prior to construction of the distributor road.

Option C connects to the existing road network at a new junction with the B4528 (north of Lackham roundabout) and was included to provide an alternative option for review with land developers. In this scenario the existing Wiltshire College & University Centre junction at Lackham roundabout would be retained.

There were a number of comments with a preference for connecting the distributor road directly to the A350 at Lackham roundabout, connecting to the existing highway at this location would form a logical part of the transport network, is likely to operate more efficiently than the connection on the B4528.

It was suggested that the Future Chippenham distributor road could either connect to developments from Southpoint Park through Rowden Park, or those developments should be revised to remove the through road. The developments in question have already received planning approval; the extents for the route reserved for the eastern distributor road are through Southpoint Park, crossing the B4528 and through the proposed Rowden Park development.

The corridor reserved for the southern distributor road east of the B4528 as part of the planning conditions of the Rowden Park development was not presented for comment as part of the Future Chippenham road route options consultation as the eastern end of this route would go directly through the Rowden Park conservation area, close to the scheduled ancient monument and listed buildings at Rowden Manor, before crossing the River Avon and conflicting with woodland and a local nature reserve to the east. This option was assessed at an early stage of the options assessment report as part of options sift 1 and was referred to as Option D, it was discounted as it was deemed undeliverable.

The corridor provides an opportunity for an additional access and distribution from the A350 to the B4528 and further east of the B4528 a sustainable transport route for cyclists, pedestrians and horse riding, this will be considered as part of the connectivity plan for the framework masterplan.

Option C includes the shortest bridge over the River Avon, this has a lower impact on the environment and lower costs compared to the other route options in this zone. An Environmental Impact Assessment (EIA) will be included in the planning application, appropriate environmental mitigation will be included in the proposals.

Road network signing strategy and speed limits shall be reviewed as part of the planning application. The transport assessment will review the impact on the existing road network and include mitigation proposals for the road application and development applications. This includes an assessment of points of connection with the existing transport network (Lackham roundabout, Pewsham Way, A4, Stanley Lane) and junctions and networks further away from the new road but with a forecast change in traffic flows that may have a negative impact on capacity.

Meetings are planned with bus network operators to coordinate an appropriate level of bus service provision. Bus stops to serve the adjacent development and Wiltshire College & University Centre at Lackham will be considered as part of this review.

The following section of the officer's response refers to comments made about Option C, Zone 2:

A range of options were included in the Housing Infrastructure Fund (HIF) bid that comprise a southern distributor road between the A350 Lackham roundabout and the A4, a northern distributor road between the A4 and Parsonage Way and the full eastern distributor road combining both northern and southern routes; this assessment is included in the Options Assessment Report (OAR) as part of the road options public consultation and provides indicative land development quantum, cost estimates and benefit cost ratios. Whilst all three of these options indicate good benefit cost ratios the full eastern distributor road indicates the best benefit cost ratio and as such was progressed to public consultation. It should be noted that quantum of development work undertaken for the business case submission to the Housing and Infrastructure Fund (HIF) and the Options Assessment Report (OAR) is subject to further review and quantum of development will be informed and allocated as part of the Local Plan.

It was commented that there was a preference for a roundabout junction at the A4. Junction types will be assessed by the transport assessment and proposed layouts assessed by an independent road safety audit.

Comments relating to negative impacts on existing walking routes and access to the Wilts and Berks canal are noted. Pedestrian crossing points will be included where the distributor road meets Forest Lane and Avon Valley Walk. The type of crossing will be informed by the transport assessment and road safety audit.

A connectivity plan will also be progressed as part of the Framework masterplan. A cycle and pedestrian route alongside the road would link to other routes to provide a new network for commuting and recreation for sustainable travel between new and existing developments.

Cycle and pedestrian infrastructure will be designed to Local Transport Note 1/20, considering Sustrans guidance and Wiltshire Council Highways requirements in order to meet planning approval. The core design principles of Local Transport Note 1/20 are that coherent, direct, safe, comfortable and attractive design and consideration given to priority movements for cyclists and pedestrians over cars where appropriate.

An independent road safety audit will be undertaken, issues raised will be assessed by the Future Chippenham Highways design team to resolve as part of a design update to the requirements and policies of Wiltshire Council Highways to meet planning approval.

It was commented that widening of Pewsham Way and connection to Rawlings Green via a junction close to the A4 would be preferred. Widening of Pewsham Way and the existing junctions would provide additional transport capacity; however, it would not provide additional access to development land.

The impact on the existing road network, existing schools and residents and development layouts would also need to be considered in more detail.

Summary of responses to Question 10 – Option C (inner route)

Comments were received noting concern about the close proximity of the road to Pewsham. The close proximity of the road to Pewsham provides benefits to transport connectivity and in particular to non-motorised sustainable transport. Amenities within existing and new developments can then be connected by a network of new sustainable transport routes which would provide opportunities to benefit existing and new residents.

The following section of the officer's response refers to comments made about Option C, Zone 3:

Comments suggest this option is too close to Abbeyfield school, Stanley Park and existing residential properties. An Environmental Impact Assessment (EIA) will be included in the planning application, including appropriate mitigation to existing residents in the proposals. The distributor road will provide increased accessibility to Abbeyfield school and Stanley Park Sports ground. An independent road safety audit will also be undertaken, issues raised will be assessed by the Future Chippenham Highways design team to resolve as part of a design update to the requirements and policies of Wiltshire Council Highways to meet planning approval.

It was commented that joining the distributor road to Stanley Lane at the A4 between zone 2 and 3 would reduce costs and impact. There is some potential with this suggestion. The impact on the existing road network, existing schools and residents and development layouts would need to be considered in more detail and will be reviewed as part of the Framework Masterplan.

Preference for a roundabout junction at the A4 is noted, junction types will be assessed by the transport assessment and proposed layouts assessed by an independent road safety audit.

It was commented that the route should not proceed beyond the A4. A range of options were included in the Housing Infrastructure Fund (HIF) bid that comprise a southern distributor road between the A350 Lackham roundabout and the A4, a northern distributor road between the A4 and Parsonage Way and the full eastern distributor road combining both northern and southern routes. This assessment is included in the Options Assessment Report (OAR) as part of the road options public consultation and provides indicative land development quantum, cost estimates and benefit cost ratios. Whilst all three of these options indicate good benefit cost ratios the full eastern distributor road indicates the best benefit cost ratio and as such was progressed to public consultation. It should be noted that quantum of development work undertaken for the business case submission to the Housing and Infrastructure Fund (HIF) and the Options Assessment Report (OAR) is subject to further review and quantum of development will be informed and allocated as part of the Local Plan.

Consultees have queried the reason for the roundabout to the northeast of Stanley Park; the concept road alignment design includes a junction at this location with potential for access to further development to the east, which may be part of a future local plan. The Framework Masterplan will provide a relevant update and this particular roundabout may not be required.

Impacts on existing residents will be assessed as part of the Environmental Statement for the planning application.

Summary of responses to Question 10 – Option C (inner route)

A number of comments related to the impact on the disused railway line, National Cycle Network (NCN) route 403 are noted. These concerns included the issue of usability and ability to cross a distributor road. For any locations of crossing of this popular walking and cycling route, a signalised crossing will be provided. This will also connect with facilities along the length of the distributor road.

A connectivity plan will be progressed as part of the Framework Masterplan. Cycle and pedestrian routes alongside the road will be provided. A new network of commuting and recreation routes for sustainable travel between new and existing developments will be proposed as part of the Framework Masterplan.

Cycle and pedestrian infrastructure will be designed to Local Transport Note 1/20, considering Sustrans guidance and Wiltshire Council Highways requirements in order to meet planning approval. The core design principles of Local Transport Note 1/20 are that coherent, direct, safe, comfortable and attractive design and consideration given to priority movements for cyclists and pedestrians over cars where appropriate.

It was suggested that there should be no junction between the distributor road and Stanley Lane and that a bridge or a tunnel should be provided. The distributor road is likely to form a roundabout junction with Stanley Lane, with speed limit reductions either side of the new junction and traffic calming or restricted access considered on the western arm to Abbeyfield School; this is subject to further assessment and review with the Framework Masterplan and transport assessment.

It was suggested that the distributor road route could be moved south of the National Cycle Route, which we assume is where the route deviates and uses a short section of Stanley Lane. This would require the route to deviate outside of the development area identified in the Local Plan review. The road's primary function is for local transport connectivity and distribution, and to enable residential and employment development, it is not a strategic road or bypass. The road alignment is designed to form the main corridor of movement with relatively continuous built frontages, the proximity of the road and associated new development to existing development is included in the options assessment process where options close to existing development have better connectivity.

The following section of the officer's response refers to comments made about Option C, Zone 4:

A range of options were included in the Housing Infrastructure Fund (HIF) bid that comprise a southern distributor road between the A350 Lackham roundabout and the A4, a northern distributor road between the A4 and Parsonage Way and the full eastern distributor road combining both northern and southern routes; This assessment is included in the Options Assessment Report (OAR) as part of the road options public consultation and provides indicative land development quantum, cost estimates and benefit cost ratios. Whilst all three of these options indicate good benefit cost ratios the full eastern distributor road indicates the best benefit cost ratio and as such was progressed to public consultation. It should be noted that the quantum of development work undertaken for the business case submission to the Housing and Infrastructure Fund (HIF) and the Options Assessment Report (OAR) is subject to further review and quantum of development will be informed and allocated as part of the Local Plan.

Summary of responses to Question 10 – Option C (inner route)

It was suggested that the distributor road route could be moved south of the National Cycle Route, which we assume is where the route deviates and uses a short section of Stanley Lane. This would require the route to deviate outside of the development area identified in the Local Plan review. The road's primary function is for local transport connectivity and distribution, and to enable residential and employment development, it is not a strategic road or bypass. The road alignment is designed to form the main corridor of movement with relatively continuous built frontages, the proximity of the road and associated new development to existing development is included in the options assessment process where options close to existing development have better connectivity.

We note that landowners have informed Future Chippenham that Option C in zone 4 is not deliverable for legal reasons.

A number of comments relate to the impact on the disused railway line (National Cycleway 403). These concerns included the issue of usability and ability to cross a distributor road. For any locations of crossing of the popular walking and cycling route, a signalised crossing will be provided. This will also connect with facilities along the length of the distributor road.

Impacts on existing residents will be assessed as part of the Environmental Statement for the planning application.

Option C passes under the overhead pylons twice and seeks to follow existing topography to mitigate visual impact. Road route Option C is aligned through development areas identified in the draft Concept Framework.

The following section of the officer's response refers to comments made about Option C, Zone 5:

The impact of the distributor road through Rawlings Green on traffic safety, the environment (including noise and pollution) and walking and cycling will be assessed as part of the planning application for the Future Chippenham distributor road.

After crossing the rail bridge, the road continues along a new road parallel to Parsonage Way, crosses the B4069 via two junctions and continues along a new distributor road past Birds Marsh to connect to the A350 at Malmesbury roundabout. M4 Junction 17 is then accessed via the A350. The route from the rail bridge is included as part of other developer planning applications, details are available on Wiltshire Council's planning portal³⁵.

The access road from the Rawlings Green development site through to Darcey Close would be delivered by the Rawlings Green development as part of planning application 15/12351/OUT or an alternative future application for development of the land.

³⁵ Wiltshire Council, planning portal, available at: <https://development.wiltshire.gov.uk/pr/s/>

Theme: Climate change and flooding (Appendix E2)

Climate change

There were 27 responses to Question 10 (Option C: inner route) that raised concerns about the project's climate impacts, concerns regarding carbon costs and compatibility with the council's declaration of a climate emergency.

Climate change – Future Chippenham officer response

Addressing the climate emergency is an underpinning objective for the Future Chippenham project. Given that Chippenham will need new homes, the function of the new road is to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre and improve connectivity and travel within and around the town.

The Future Chippenham team consider all evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

Part of this will be the focus on supporting self-containment through the delivery of jobs, services and facilities which enable residents to meet their everyday needs within the town itself rather than needing to travel. Futureproofing development so that new builds are constructed to policy compliant carbon standards, alongside a framework of significant green infrastructure, spaces for nature and sustainable transport opportunities will also be critical.

These matters will be addressed through the subsequent stage of preparing the Framework Masterplan for the site. Garden settlement principles will be applied, with decarbonisation and the need to meet the challenges of the climate emergency will be underpinning principles. The Future Chippenham project will seek to be aspirational and identify opportunities to exceed planning policy requirements wherever practicable. Consideration will be given to extend initiatives within the proposed Framework Masterplan area and the wider area so that the town moves towards the same objectives and goals.

Flooding

There were 16 responses to Question 10 (Option C: inner route) that covered matters relating to flooding, with almost all being general concerns that the development could result in an increased risk of flooding. Concerns were raised about the use of costly and visually prominent viaducts. With reference to Zone 1 a concern was raised that Option C crosses one of the lowest points of the floodplain which is susceptible to inundation along the footpath and stile by Wiltshire College & University Centre at Lackham.

Summary of responses to Question 10 – Option C (inner route)

Flooding – Future Chippenham officer response

The rivers in and around the site are important features in the landscape as well as being environmental assets and will be key considerations in the design and layout of the site in the Framework Masterplan.

Desk based assessments of the water environment were carried out in support of the road route options stage, which set out a number of mitigation measures to be employed to reduce runoff and pollution from construction activities into local watercourses and groundwater receptors. This is further detailed within Section 4.5 of the PEOR summary report³⁶.

Proposals for development of the site will be further supported and informed by detailed flood risk assessments, which will consider flood risk in the areas noted. A principle that will underpin the Framework Masterplan will be to, wherever possible, identify and avoid development in areas at risk of flooding (Flood Zones 2 and 3). Where some impact is seen as unavoidable then suitable mitigation will be discussed and agreed with the appropriate drainage bodies. Ongoing assessment work will identify areas that are more susceptible to flooding, including groundwater flooding, and identify mitigation and drainage strategies to be put in place.

It is expected that that the development proposals will include measures to alleviate flood risk in some areas.

The Environment Agency's comments are noted and will be taken into account when considering the final route recommendation.

The concerns regarding impacts of the bridge/viaduct are noted. Option C includes the shortest bridge over the River Avon which would have the lowest impact on the environment and lower costs compared to the other route options in Zone 1. An Environmental Impact Assessment (EIA) will be included in the planning application, and appropriate environmental mitigation will be included in the proposals.

Theme: Pollution and air quality (Appendix E3)

Pollution and air quality

There were 44 responses to Question 10 (Option C: inner route) that addressed pollution and air quality, with most of these being concerns that this development would result in an increase of air, noise and light pollution. Some respondents were of the view that impacts would be greater as a result of this route being closest to the town. Particular areas of concern were along Pewsham Way and Lower Lodge Farm. A concern was also raised about potential increased littering.

³⁶ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 10 – Option C (inner route)

Pollution and air quality – Future Chippenham officer response

The initial Concept Framework plan that supported the road route options assessment provided the foundations to ensure that pollution and air quality were considered from the outset.

The Framework Masterplan will address the need to minimise the impacts of air pollution, light pollution, and noise pollution. Comments regarding pollution, air quality, noise and light pollution provide valuable information which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the wider site and design of the final road option chosen. All aspects of pollution will be further assessed as part of the development of the wider Framework Masterplan and road design to be accompanied by an overarching Environmental Impact Assessment. This will clearly outline potential impacts and proposed measures identified as necessary to mitigate them. Potential impacts during construction will also be avoided where possible, and where not possible mitigated by employing best practise construction practice.

Whilst air quality modelling or noise impacts assessments are yet to be undertaken, it is recognised that selection of a route located furthest from pollutant receptors would assist in reducing potential air quality impacts, and there is potential for the use of noise dulling barriers (such as landscape bunding) to help ameliorate the impacts of noise.

Theme: Ecology and environment (Appendix E4)

Ecology

There were 119 responses to Question 10 (Option C: inner route) that raised issues around ecology. The majority of these were concerns about the development leading to potential negative impacts on biodiversity, wildlife (including protected species) and habitats, although a number of respondents considered that Option C would be least impactful of the options presented.

In Zone 1, concerns revolved around potential impacts on Mortimore's Wood. Zone 3 was noted for ecological value by some, and concerns raised about potential negative impacts/habitat fragmentation for wildlife at Baydons Meadow, and potential impacts on populations of great crested newts. Zone 4 was also noted for its ecological value, albeit some respondents noted that the Option C route was least impactful in this area. Concerns were also raised about impacts on biodiversity in Zone 5.

Ecology – Future Chippenham officer response

An assessment of the biodiversity baseline has been carried out, to inform the road route options assessment process presented in this consultation, including a site-based Extended Phase 1 Habitat survey, a Ground Level Tree Assessment (GLTA) for bats, and wintering bird surveys. Key considerations are the mitigation of any potential impacts on nearby designated sites such as Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), County Wildlife Sites (CWSs), Ancient Woodlands, and on any protected or notable species recorded in the area. A range of

Summary of responses to Question 10 – Option C (inner route)

potential mitigation measure are identified in paragraph 4.4 of the PEAOR summary report³⁷. Further ecological surveys are being carried out, and discussions with Natural England and the County Ecologist are ongoing.

The feedback received identifying individual species (including spotted flycatcher breeding territories and other species such as kites, buzzards, owls and migratory birds, roe deer, voles, hares, rabbits, foxes, badgers, long tailed tits, blue tits, great tits, dunnocks, robins, otters and others) is welcomed, and the Future Chippenham team will ensure that these, plus any others, are taken into account during further ecological evaluations and the design process.

Any development including the road options and wider Framework Masterplan will be further supported and informed by additional detailed ecological surveys, which will form a critical part of the Environmental Impact Assessment for the whole site. The Framework Masterplan will be supported by a suite of ecology assessments that consider impact on all flora, fauna, and their habitat. These studies will identify if important species are present and if so can either be avoided or if avoidance is not possible, identify what mitigation will be needed. Avoidance of impacts will be the preferred option in all cases, and where this is not possible then mitigation may include translocation of species where legislation requires. The scheme will need to show how a net gain for biodiversity is provided in line with local and national planning requirements.

The ability to achieve a biodiversity net gain has been fundamental in informing the Concept Framework for the site and will continue to be considered in the development of the Framework Masterplan. It will be ensured that all opportunities for enhancing biodiversity are investigated on a whole site basis and where appropriate on a Chippenham wide basis.

The Future Chippenham team are committed to working in partnership with key environmental stakeholders and statutory consultees in developing the Framework Masterplan, including the Environment Agency, Natural England and Wiltshire Wildlife Trust.

The benefits of developing a whole site Framework Masterplan are key to ensuring that the impacts on ecology can be minimised, and mitigation can be delivered and planned upfront on a holistic scale.

Theme: Landscape (Appendix E5)

Landscape

There were 141 responses to Question 10 (Option C: inner route) that raised issues around landscape. A large proportion of these were concerns about the impacts on the landscape and rural setting of the existing settlements, that the development would be too visible, would result in too much loss of greenspace in the Avon/Marden Valley. Some respondents noted that Option C is closest to the town and therefore considered there would be less landscape

³⁷ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 10 – Option C (inner route)

impact, which would retain the character of Chippenham and surrounding settlements more so than other options, and would also protect the setting of the canal. A concern was raised that this option would leave insufficient space for green space and landscape/noise buffers.

In Zone 1, a concern was raised about the impact of the Option C route on the walking route parallel to Pewsham Way. Comments were received in support of Option C through Zones 2 and 3, as the route would be less visually intrusive and result in less loss of open space. In Zones 4 and 5 concerns were raised about the potential visual impacts from Tytherton Lucas and Kellaways area, and adverse impacts on the Marden and Avon chalk stream valleys. It was also noted that this route was considered to be the least harmful in Zone 4 of the options presented. Concerns were raised about the visual impacts of the river crossing in Zone 5.

Landscape – Future Chippenham officer response

The Concept Framework for the site and the road options put forward during the consultation were informed by landscape assessments and studies. Further development of the road route option and Framework Masterplan will be supported and informed by a more detailed landscape assessment that will ensure the most sensitive landscape elements are protected and where possible enhanced. This will include the river corridor and the existing country park. Where less sensitive landscape is identified for development then suitable mitigation such as landscape planting, topography and design will be identified accordingly. The Framework Masterplan will ensure that a generous amount of open space, over and above locally required standards, is provided for the local community to enjoy in perpetuity.

In support of the road route options, a desk-based landscape and visual impacts study was undertaken and covered a 1km study area surrounding the site/route options as detailed in section 3.6 of the PEAOR summary report³⁸. This detailed landscape mitigation recommendations that could be implemented, including:

- careful siting of the highway to avoid significant landscape and visual effects.
- avoidance of the loss of mature trees, hedgerows and safeguarding of existing habitats.
- limiting vegetation removal to that required to undertake the works.
- mitigation planting and/or screening bunds being designed to provide both adequate screening of the highway whilst remaining mindful of the character of the existing landscape to enable the new highway to integrate.
- creation of wet woodland in specific locations to provide both biodiversity and amenity benefit.
- ensuring the design of structures and finishes associated with the river crossings be locally distinctive and reflect a high quality of design; and
- ensure the Scheme integrates with local neighbourhoods to provide benefits for walkers and cyclists in the local area.

The consultation identified concerns that the scheme could cause coalescence between Chippenham and existing settlements such as Bremhill and Calne. The development of the Framework Masterplan will be supported by further landscape assessment which will

³⁸ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 10 – Option C (inner route)

consider this issue in more detail. Where appropriate, landscape buffers and mitigation will be proposed to ensure that separation and preservation of the identity of surrounding settlements is preserved.

Agricultural land

There were 56 responses to Question 10 (Option C: inner route) that commented in relation to agricultural land, with the majority of these being an objection to the loss of agricultural land. A small number of responses noted that Option C would result in the least dissection of agricultural land. Some concerns were raised that Option C through Zone 1 was routed too close to existing farm buildings, whereas it was also noted that the route was well located due to being further from Lackham. Similar concerns about proximity to existing farm buildings were also raised in relation to Zone 2.

Agricultural land – Future Chippenham officer response

Any development on the site will be supported and informed by a detailed agricultural land assessment, with a key objective being to avoid development that would result in the loss of Best and Most Versatile farmland.

The majority of soils within the study area are known to be classified as grade 3B and therefore are not recorded as the best and most versatile soils for agricultural use. However, there are known pockets of grade 1 and 2 soils (higher quality) in Zone 1, with sections of grade 3A soils interspersed across all zones.

It is anticipated that, subject to the site being allocated for development in the Local Plan, council owned land will be proposed for the development of the range of uses, potentially including housing, essential infrastructure and public open space. This will require existing farm uses to cease and farm tenants will be served notice to quit in the long term. Whilst some farming activities will remain on licences or other short term arrangements, it is not anticipated that they will remain in the long term.

Theme: Heritage (Appendix E6)

Heritage

There were 24 responses to Question 10 (Option C: inner route) that addressed heritage; some of these were responses noting that the inner route would result in least impact on countryside heritage and least impact on the Tytherton Lucas conservation area.

In relation to Zone 1, a number of concerns were raised about the potential for the Option C route to impact on Rowden Park conservation area and listed buildings at Showell Farm. It was also noted that the route passes through a heritage setting area in the Green and Blue Infrastructure Plan, and this area has heritage value. Concerns were raised about potential impacts on archaeology in Zones 2 and 4.

Summary of responses to Question 10 – Option C (inner route)

Heritage - Future Chippenham officer response

The Concept Framework developed to support the road route options assessment sought to ensure the protection of existing heritage sites and integration into any development in the future. This will be further incorporated into the Framework Masterplan which will be supported and informed by detailed heritage assessments to ensure that the most sensitive historic elements are protected and where possible enhanced. This will include archaeology, buildings of heritage value and historic landscapes, and will consider the assets highlighted by consultees. The principle that will underpin the Framework Masterplan will be to, wherever possible, identify heritage assets and avoid impacts (i.e. plan around them). Where some impact is seen as unavoidable then suitable mitigation will be discussed and agreed with the appropriate heritage bodies.

In support of the road route options, desk based assessments of archaeological and heritage impacts were carried out as detailed in the PEAOR summary report³⁹. This was presented alongside detailed mitigation recommendations, including careful siting of the highway to avoid significant impacts.

Theme: Economy and infrastructure (Appendix E7)

Employment and economy

There were 10 responses to Question 10 (Option C: inner route) that addressed employment and the economy. Most of the responses revolved around a perceived lack of employment opportunities in Chippenham, and concerns that a lack of employment could see increased commuting. One respondent noted the renewable industries should be supported.

Employment and economy – Future Chippenham officer response

This consultation was about identifying a preferred road route should infrastructure be required. Matters with respect to the economy were not within the scope of the road route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site.

In line with national planning legislation, it is a requirement of the council's Local Plan to identify how and where projected employment needs for the next 20 years can be met in the most environmentally sustainable way. Given that Chippenham will need new homes, then it is sustainable to provide employment opportunities within the same development. This provides local opportunities and cuts down the need for largescale commuting.

A function of the new road will be to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion

³⁹ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 10 – Option C (inner route)

in the town centre, improve connectivity and travel within and around the town. Evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

Infrastructure and services

There were 27 responses to Question 10 (Option C: inner route) addressing infrastructure and services, including a large number of concerns that Option C would cut through Stanley Park sports ground. Concerns were also raised about impacts of the development on infrastructure, including schools and healthcare, which considered to have insufficient capacity to accommodate increased demand. A concern was also raised about the proximity of the route and impact on the nearby water treatment works. A request was made for a petrol filling station.

Infrastructure and services – Future Chippenham officer response

Any development will need to be supported by infrastructure. This was identified in the Concept Framework which informed the road route options assessment process. This will be refined further during the development of the Framework Masterplan and will include both critical and community infrastructure including the following:

- School provision
- Heath facilities
- Open space and play areas
- Indoor and outdoor leisure facilities
- Open spaces
- Country parks
- Local centres/small scale retail
- Community halls
- Public houses
- Churches

Preparation of the Framework Masterplan will be informed by ongoing dialogue between the Future Chippenham team and key stakeholders and service providers to ensure that capacity needs are identified and accommodated for within the plans for the site.

The submission to the Local Planning Authority to demonstrate that the Future Chippenham site is the most sustainable option in which to meet the town's future growth needs, will include an Infrastructure Delivery Plan (IDP) setting out the infrastructure that is required to be delivered and by when. This IDP will support future Local Plan representations, masterplan and planning applications.

Health and social wellbeing

There were 10 responses to Question 10 (Option C: inner route) all noting concerns that the development could have negative implications on health and wellbeing/mental health.

Summary of responses to Question 10 – Option C (inner route)

Health and social wellbeing – Future Chippenham officer response

Health and social wellbeing is a fundamental aspect of the Concept Framework that has informed the road route options assessment. The scale of the proposed growth in the Concept Framework allows a strategic approach to the provision of landscape and green infrastructure which will deliver social, economic and environmental benefits. The proposed country park offers a significant area of open space which will support the future health and wellbeing of existing and future residents. The river and its flood meadows will also become a 'unifying strand' in the green infrastructure network.

Public health matters will be assessed further as part of the development of the Framework Masterplan and road design and there will be a chapter within the Environmental Impact Assessment (EIA) which will accompany all submissions, detailing the assessments undertaken, impacts identified, mitigatory measures to be implemented and opportunities for improvements where practicable. Similarly, the EIA will address social issues including the provision of affordable homes, accessible homes for the mobility impaired, access to education and healthcare services and incorporation of the principles of safe by design. The points regarding potential detrimental impacts on people's health arising from this scheme are noted and accepted as valid. It will be important in the continuing design process for the Framework Masterplan that this issue is addressed and to ensure this process will include consultation with the NHS and be designed to minimise impacts and optimise opportunities, such as the provision of a new network of public green open space including trim trails and enhanced cycle and walking opportunities.

Theme: Planning (Appendix E8)

Relationship with the Local Plan review/Prematurity

There were 28 responses to Question 10 (Option C: inner route) raising concerns that the case for the scale of development proposed in Chippenham has not yet been fully debated through the Local Plan review process, and that consultation on the distributor road is premature, with concerns raised about predetermining the outcome of the Local Plan review.

Relationship with the Local Plan review/Prematurity – Future Chippenham officer response

Matters relating to the Local Plan review are not within the scope of the road route options consultation, although this report will be shared with Wiltshire Council's Spatial Planning team. The comments received do nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing the Framework Masterplan for the site.

While ideally a planning application for the road or any wider development would not be submitted until the Local Plan review is complete, there are many precedents set where applications that accord with an emerging Local Plan which has reached an advanced stage within the process have been permitted, so as to ensure timely delivery of housing and critical infrastructure.

Summary of responses to Question 10 – Option C (inner route)

The next stage of the process is to include a Framework Masterplan which will set out the vision and context for the development. This will be subject to full consultation in due course and be supported by a design code which will provide more detail.

Compatibility with made/emerging neighbourhood plans

There was 1 response to Question 10 (Option C: inner route) raising a concern about potential conflicts with local neighbourhood development plans.

Compatibility with made/emerging neighbourhood plans – Future Chippenham officer response

This consultation related to the preferred road route for road infrastructure should the area be allocated for housing. Matters relating to the acceptability in principle of developing in a particular area will be key considerations for the Local Plan review process. Comments relating to neighbourhood plan policy requirements are also relevant to the masterplanning stage of the project, and relevant neighbourhood plans will be considered as part of the evidence review supporting the production of the Framework Masterplan. The project team will ensure further discussion is had with the relevant town and parish councils, or neighbourhood plan steering groups to ensure proposals are as joined up as possible.

Housing/Scale of development

There were 79 responses to Question 10 (Option C: inner route) raising matters surrounding housing and scale of development. A large proportion of these were comments that there is insufficient evidence to support the scale of housing proposed, and questioned evidence to support the proposed allocation. It was requested by some that brownfield sites be developed ahead of this site, and some respondents noted a preference for smaller housing sites not in remote or edge-of-town locations.

Housing/Scale of development – Future Chippenham officer response

Matters regarding the scale and location of development being proposed are not within the scope of the road route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site. This report will also be shared with Wiltshire Council's Spatial Planning team for their information.

Placemaking

There were 2 responses to Question 10 (Option C: inner route) which raised concerns that the future development will be overcrowded, generic housing.

Placemaking – Future Chippenham officer response

This consultation was about identifying a preferred road route should infrastructure be required. Matters with respect to design and placemaking are not within the scope of the road

Summary of responses to Question 10 – Option C (inner route)

route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site and road design.

The Framework Masterplan which is being produced currently and will be subject to public consultation in due course, will set out in some detail how the building of the road can help deliver a high-quality development with a unique sense of place and which will mark a step-change in previous recent house building around Chippenham. The Framework Masterplan will be accompanied by a Design Code which will ensure that these design standards are maintained throughout the lifetime of the build.

Theme: Consultation and process (Appendix E9)

HIF bid and funding

There were 19 responses to Question 10 (Option C: inner route) addressing matters related to the HIF bid and funding. Option C was noted by some to be the cheapest of the options. Concerns were raised that the project was not a good use of taxpayer's money and was not justified, costs were too high, and funding should be reallocated to improving the town centre. Concerns were also raised that the case for the road appeared to be focused on the funding that had been secured.

HIF bid and funding – Future Chippenham officer response

The council acted in a proactive manner to seek central government funding to ensure that infrastructure could be in place to unlock housing should the area be allocated through the Local Plan review, on land recognised for potential future growth within the earlier examination of the Chippenham Site Allocations Plan. The successful bid for funding provides a resolution to the potential barriers for the site and enables a holistic approach to the delivery of critical infrastructure to meet the strategic need of the town, alongside other benefits for the town as a whole. At the time of the bid submission it was expected that the Local Plan review would have completed its public consultation on its spatial strategy prior to any awards being made by MHCLG. Delays in the Local Plan review timetable meant that the grant was awarded in advance of this stage of the Local Plan. However, this does not affect the fact that the application for the funding was made based on identified need on a particular site. The successful bid for central government funding was based on a business case which demonstrated good value for money.

Process/Consultation

There were 24 responses to Question 10 (Option C: inner route) raising criticisms that there was not a 'no road' option offered on the consultation form.

Process/Consultation – Future Chippenham officer response

The principle of whether the road and potential wider development should go ahead, including the consideration of alternative options, is for the Local Plan review to address. As

Summary of responses to Question 10 – Option C (inner route)

explained at the beginning of Section 4, the Future Chippenham road route options consultation took place around a working assumption that the project could be taken forward should an appropriate allocation be made in the Local Plan review. As such, the consultation form did not include a specific question asking for feedback on whether or not consultees supported the new road in principle, as it had already been confirmed that should there be any such development a new road will be required to avoid insurmountable negative impacts on the existing highways network. The consultation did enable consultees who wished to record their objection to any road through a number of free text fields built into the consultation form. In addition, consultees could choose to send an email or letter instead of completing the consultation form.

Theme: General (Appendix E10)

General

There were 415 responses raising general issues in response to Question 10 (Option C: inner route). The considerable majority of these were objections to the road, with views expressed that the road is not wanted, not needed or justified, and should not be progressed. A number of respondents commented that Option C was considered to be the best or least worst route option, while a small number noted that Option C was the least preferable.

General – Future Chippenham officer response

We note the high number of representations saying that the road is not required. It is important to understand the context for the road.

In line with national planning legislation, every council in the country must be able to demonstrate a positive plan for how it can meet projected housing needs for the next 20 years and more. It is the role of the council's Local Plan to identify how and where this need can be met. The need for a significant number of new homes has been identified in this area by the Local Planning Authority following national planning guidelines. The question is therefore not if we should build new homes (as required by law), but how these can be best located and designed to benefit the wider community and be the most environmentally sustainable they can be. Given that Chippenham will need new homes, the function of the new road is to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre, improve connectivity and travel within and around the town. Evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

If none of the road options are pursued (and the £75 million funding returned to Government), it is not the case that the status quo will be maintained. The council will still be under a statutory obligation to meet its housing and employment needs and hence the same level of development will have to be built at Chippenham either through different site allocations or in a piecemeal, unplanned manner via speculative developments, which may not deliver the benefits for the town that the Future Chippenham site could. Under planning

Summary of responses to Question 10 – Option C (inner route)

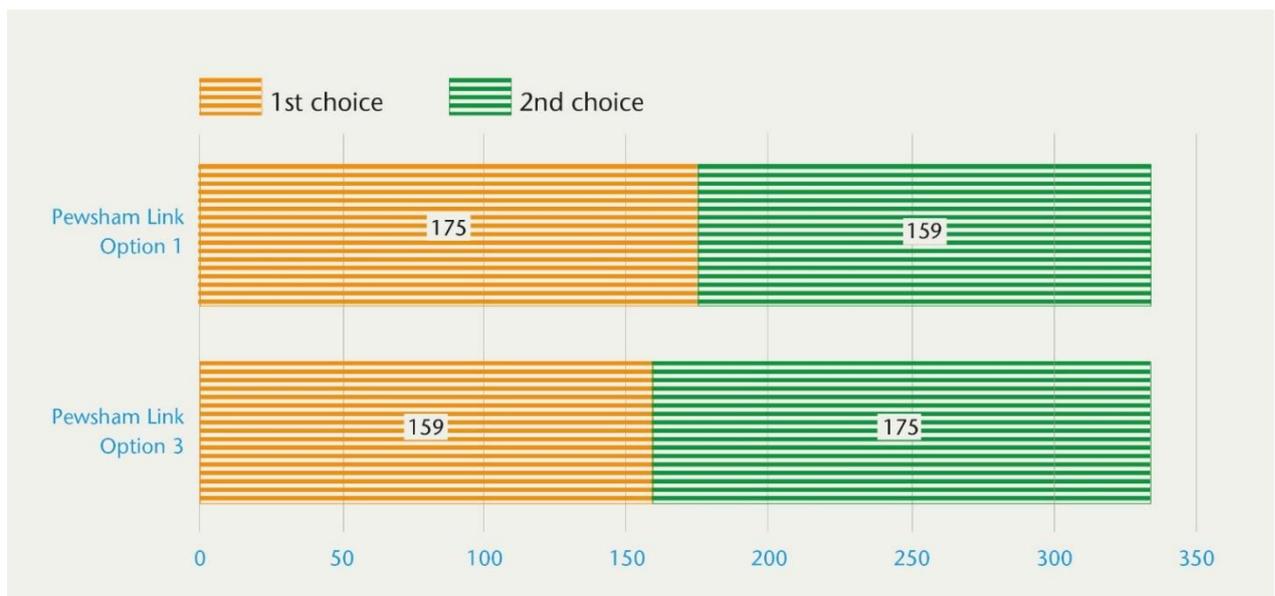
law, where a council cannot demonstrate a deliverable supply of homes to meet local needs there is a presumption in favour of granting planning permission for development, and the council and community could lose control of the process.

Questions 11, 12 and 13: Preferred route of the Pewsham link road

Summary of responses to Question 11 - preferred link road route

- 4.32. Question 11 of the consultation form asked respondents to rank the two Pewsham link road options into order of preference. Of the 334 responses received to this question, the following feedback was received:

Figure 4: Graph showing responses to consultation form Question 11 – link road option preferences



- 4.33. This shows a broadly similar result for each link road option, with Pewsham link route 1 being marginally favoured over Pewsham link route 3.
- 4.34. It should be noted that a significant number of respondents who wished to express an in-principle objection to the Future Chippenham project opted not to complete the Question 11 ranking exercise, or explained that while they had completed the Question 11 ranking exercise, their preference was for no road at all.
- 4.35. Questions 12 and 13 provided respondents with free text fields to give any specific feedback on Pewsham link Options 1 and 3. A number of respondents also submitted specific comments on the three road route options by email and letter.

Summary of responses to Question 12 - Pewsham link Option 1

- 4.36. The full lists of summarised points relating to Pewsham link road Option 1 can be found at **Appendix F (1-10)**. The comments received were grouped under the following broad themes:
- Transport
 - Climate change and flooding
 - Pollution and air quality
 - Ecology and environment
 - Landscape
 - Heritage
 - Planning
 - Economy and infrastructure
 - Consultation and process
 - General
- 4.37. A high level summary of the comments received is set out below along with officer responses to the points raised. Where appropriate the officer responses explain how the points raised have and will influence the project going forward, including through road design, road route options decision making, and the subsequent Framework Masterplanning process.
- 4.38. The tables below summarise the responses that were received relating to Pewsham link Option 1:

Summary of responses to Question 12 – Pewsham link option 1

Theme: Transport (Appendix F1)

Transport

There were 108 responses to Question 12 (Pewsham link Option 1) that were judged to fall within the theme of transport. A number of points raised were concerns about increased congestion pressure on the highways network in general, and in specific areas such as Canal Road, Canal Road roundabout and Pewsham Way. Comments were also received that noted Option 1 would be better connected to the existing highway and town centre, could ease congestion at Avenue La Fleche, the Bridge Centre and Pewsham Way, and would remove the need for the further roundabout that would be required by Option 3. It was also noted that Option 1 is shorter. Concerns were raised that this option would have an adverse impact on the Avon Valley walk that runs south of Pewsham Way, and other comments noted concerns about the impacts and cost of the bridge structure required for Option 1. It was also queried how cycle paths from the new road would connect to the Option 1 road, and how cyclists would re-join the carriageway, noting that there is no cycle path on the A4. It was requested that the link road act as an arterial cycle/walking route providing connectivity to the town centre/station through Pewsham on car free routes. Consideration of low speed limits and traffic signals was requested. A concern was raised that 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.

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

Summary of responses to Question 12 – Pewsham link option 1

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.

A number of other more general comments and comments linking with the wider road route options were also submitted to the question. Comments were received questioning the evidence that a road was needed, and a number of others responded querying why the existing road network at Pewsham Way could not be utilised within the route. Some suggestions were made that link Option 1 could make this connection from Lackham roundabout to Pewsham Way. A number of requests were made for improvements to existing infrastructure, sustainable transport links, pedestrian and cycle routes.

Transport: Future Chippenham officer response

The inclusion of a link road between Pewsham Way and the Future Chippenham distributor road as part of a comprehensive and holistic solution would serve various functions including providing access to various areas of potential development. It would also provide connectivity by adding to the overall highway network thereby providing enhanced route choice and options and allow for enhanced permeability through the area by a range of transport modes (car, walking, cycling, bus etc.). Comments received through this consultation will be considered in helping identify and determine the optimal location and design for the link road, it's associated infrastructure, and the nature of the junction connection with Pewsham Way. The link road will be considered and developed as part of the overall scheme masterplanning work and will be included in the traffic modelling analysis as part of the transport assessment informing the planning application.

Theme: Climate change and flooding (Appendix F2)

Climate change

There were 20 responses to Question 12 (Pewsham link Option 1) that raised concerns about the project's climate impacts, concerns regarding carbon costs and compatibility with the council's declaration of a climate emergency. A request was made that zero carbon homes be delivered.

Climate change – Future Chippenham officer response

Addressing the climate emergency is an underpinning objective for the Future Chippenham project. Given that Chippenham will need new homes, the function of the new road is to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre and improve connectivity and travel within and around the town.

The Future Chippenham team consider all evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated

Summary of responses to Question 12 – Pewsham link option 1

place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

Part of this will be the focus on supporting self-containment through the delivery of jobs, services and facilities which enable residents to meet their everyday needs within the town itself rather than needing to travel. Futureproofing development so that new builds are constructed to policy compliant carbon standards, alongside a framework of significant green infrastructure, spaces for nature and sustainable transport opportunities will also be critical.

These matters will be addressed through the subsequent stage of preparing the Framework Masterplan for the site. Garden settlement principles will be applied, with decarbonisation and the need to meet the challenges of the climate emergency will be underpinning principles. The Future Chippenham project will seek to be aspirational and identify opportunities to exceed planning policy requirements wherever practicable. Consideration will be given to extend initiatives within the proposed Framework Masterplan area and the wider area so that the town moves towards the same objectives and goals.

Flooding

There were 5 responses to Question 12 (Pewsham Link Option 1) that raised general concerns that the development could result in an increased risk of flooding.

Flooding – Future Chippenham officer response

The rivers in and around the site are important features in the landscape as well as being environmental assets and will be key considerations in the design and layout of the site in the Framework Masterplan.

Desk based assessments of the water environment were carried out in support of the road route options stage, which set out a number of mitigation measures to be employed to reduce runoff and pollution from construction activities into local watercourses and groundwater receptors. This is further detailed within Section 4.5 of the PEAOR summary report⁴⁰.

Proposals for development of the site will be further supported and informed by detailed flood risk assessments. A principle that will underpin the Framework Masterplan will be to, wherever possible, identify and avoid development in areas at risk of flooding (Flood Zones 2 and 3). Where some impact is seen as unavoidable then suitable mitigation will be discussed and agreed with the appropriate drainage bodies. Ongoing assessment work will identify areas that are more susceptible to flooding, including groundwater flooding, and identify mitigation and drainage strategies to be put in place.

It is expected that that the development proposals will include measures to alleviate flood risk in some areas.

⁴⁰ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 12 – Pewsham link option 1

The Environment Agency's comments are noted and will be taken into account when considering the final route recommendation.

Theme: Pollution and air quality (Appendix F3)

Pollution and air quality

There were 13 responses to Question 12 (Pewsham Link Option 1) that addressed pollution and air quality, with most of these being concerns that this development would result in an increase of air, noise and light pollution. One respondent noted concerns about gas odour in the area.

Pollution and air quality – Future Chippenham officer response

The initial Concept Framework plan that supported the road route options assessment provided the foundations to ensure that pollution and air quality were considered from the outset.

The Framework Masterplan will address the need to minimise the impacts of air pollution, light pollution, and noise pollution. Comments regarding pollution, air quality, noise and light pollution provide valuable information which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the wider site and design of the final road option chosen. All aspects of pollution will be further assessed as part of the development of the wider Framework Masterplan and road design to be accompanied by an overarching Environmental Impact Assessment. This will clearly outline potential impacts and proposed measures identified as necessary to mitigate them. Potential impacts during construction will also be avoided where possible, and where not possible mitigated by employing best practise construction practice.

Whilst air quality modelling or noise impacts assessments are yet to be undertaken, it is recognised that selection of a route located furthest from pollutant receptors would assist in reducing potential air quality impacts, and there is potential for the use of noise dulling barriers (such as landscape bunding) to help ameliorate the impacts of noise.

Theme: Ecology and environment (Appendix F4)

Ecology

There were 40 responses to Question 12 (Pewsham link Option 1) that raised issues around ecology. The majority of these were concerns about the development leading to potential negative impacts on biodiversity, wildlife (including protected species) and habitats. Concern was also raised about the proximity of this link road option to a nature reserve and concern that insufficient assessment of biodiversity impacts has been undertaken.

Ecology – Future Chippenham officer response

An assessment of the biodiversity baseline has been carried out, to inform the road route options assessment process presented in this consultation, including a site-based Extended Phase 1 Habitat survey, a Ground Level Tree Assessment (GLTA) for bats, and wintering bird surveys. Key considerations are the mitigation of any potential impacts on nearby designated sites such as Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), County Wildlife Sites (CWSs), Ancient Woodlands, and on any protected or notable species recorded in the area. A range of potential mitigation measures are identified in paragraph 4.4 of the PEAOR summary report⁴¹. Further ecological surveys are being carried out, and discussions with Natural England and the County Ecologist are ongoing.

The feedback received identifying individual species (including spotted flycatcher breeding territories and other species such as kites, buzzards, owls and migratory birds, roe deer, voles, hares, rabbits, foxes, badgers, long tailed tits, blue tits, great tits, dunnocks, robins, otters and others) is welcomed, and the Future Chippenham team will ensure that these, plus any others, are taken into account during further ecological evaluations and the design process.

Any development including the road options and wider Framework Masterplan will be further supported and informed by additional detailed ecological surveys, which will form a critical part of the Environmental Impact Assessment for the whole site. The Framework Masterplan will be supported by a suite of ecology assessments that consider impact on all flora, fauna, and their habitat. These studies will identify if important species are present and if so can either be avoided or if avoidance is not possible, identify what mitigation will be needed. Avoidance of impacts will be the preferred option in all cases, and where this is not possible then mitigation may include translocation of species where legislation requires. The scheme will need to show how a net gain for biodiversity is provided in line with local and national planning requirements.

The ability to achieve a biodiversity net gain has been fundamental in informing the Concept Framework for the site and will continue to be considered in the development of the Framework Masterplan. It will be ensured that all opportunities for enhancing biodiversity are investigated on a whole site basis and where appropriate on a Chippenham wide basis.

The Future Chippenham team are committed to working in partnership with key environmental stakeholders and statutory consultees in developing the Framework Masterplan, including the Environment Agency, Natural England and Wiltshire Wildlife Trust.

The benefits of developing a whole site Framework Masterplan are key to ensuring that the impacts on ecology can be minimised, and mitigation can be delivered and planned upfront on a holistic scale.

⁴¹ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Theme: Landscape (Appendix F5)

Landscape

There were 43 responses to Question 12 (Pewsham link Option 1) that raised issues around landscape. A large proportion of these were concerns about the impacts on the landscape and visual amenity in the Avon Valley, loss of countryside and agricultural land. Concern was also raised about proximity to Mortimore's Wood, Westmead Open Space, the Wilts and Berks canal and Borough Lands spaces. Landscape mitigation measures were requested, along with further assessment carried out to determine impacts.

Landscape – Future Chippenham officer response

The Concept Framework for the site and the road options put forward during the consultation were informed by landscape assessments and studies. Further development of the road route option and Framework Masterplan will be supported and informed by a more detailed landscape assessment that will ensure the most sensitive landscape elements are protected and where possible enhanced. This will include the river corridor and the existing country park. Where less sensitive landscape is identified for development then suitable mitigation such as landscape planting, topography and design will be identified accordingly. The Framework Masterplan will ensure that a generous amount of open space, over and above locally required standards, is provided for the local community to enjoy in perpetuity.

In support of the road route options, a desk-based landscape and visual impacts study was undertaken and covered a 1km study area surrounding the site/route options as detailed in section 3.6 of the PEAOR summary report⁴². This detailed landscape mitigation recommendations that could be implemented, including:

- careful siting of the highway to avoid significant landscape and visual effects.
- avoidance of the loss of mature trees, hedgerows and safeguarding of existing habitats.
- limiting vegetation removal to that required to undertake the works.
- mitigation planting and/or screening bunds being designed to provide both adequate screening of the highway whilst remaining mindful of the character of the existing landscape to enable the new highway to integrate.
- creation of wet woodland in specific locations to provide both biodiversity and amenity benefit.
- ensuring the design of structures and finishes associated with the river crossings be locally distinctive and reflect a high quality of design; and
- ensure the Scheme integrates with local neighbourhoods to provide benefits for walkers and cyclists in the local area.

⁴² Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 12 – Pewsham link option 1

Theme: Heritage (Appendix F6)

Heritage

There were 2 responses to Question 12 (Pewsham link Option 1) raising concerns about potential harm to historic value of the area, and to the Wilts & Berks Canal.

Heritage - Future Chippenham officer response

The Concept Framework developed to support the road route options assessment sought to ensure the protection of existing heritage sites and integration into any development in the future. This will be further incorporated into the Framework Masterplan which will be supported and informed by detailed heritage assessments to ensure that the most sensitive historic elements are protected and where possible enhanced. This will include archaeology, buildings of heritage value and historic landscapes, and will consider the assets highlighted by consultees. The principle that will underpin the Framework Masterplan will be to, wherever possible, identify heritage assets and avoid impacts (i.e. plan around them). Where some impact is seen as unavoidable then suitable mitigation will be discussed and agreed with the appropriate heritage bodies.

In support of the road route options, desk based assessments of archaeological and heritage impacts were carried out as detailed in the PEAOR summary report⁴³. This was presented alongside detailed mitigation recommendations, including careful siting of the highway to avoid significant impacts.

Theme: Economy and infrastructure (Appendix F7)

Employment and economy

There were 11 responses to Question 12 (Pewsham link Option 1) that addressed employment and the economy. Most of the responses revolved around a perceived lack of employment opportunities in Chippenham, and queries as to what investment would be made to improve the town centre. One commented that this option would enable the town to grow, while another expressed concern about impacts on farmers livelihoods.

Employment and economy – Future Chippenham officer response

This consultation was about identifying a preferred road route should infrastructure be required. Matters with respect to the economy were not within the scope of the road route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site.

⁴³ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 12 – Pewsham link option 1

In line with national planning legislation, it is a requirement of the council's Local Plan to identify how and where projected employment needs for the next 20 years can be met in the most environmentally sustainable way.

Given that Chippenham will need new homes, then it is sustainable to provide employment opportunities within the same development. This provides local opportunities and cuts down the need for largescale commuting.

A function of the new road will be to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre, improve connectivity and travel within and around the town. Evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

Infrastructure and services

There were 4 responses to Question 12 (Pewsham link Option 1) that expressed concern that there is insufficient infrastructure in place to cope with increased population.

Infrastructure and services – Future Chippenham officer response

Any development will need to be supported by infrastructure. This was identified in the Concept Framework which informed the road route options assessment process. This will be refined further during the development of the Framework Masterplan and will include both critical and community infrastructure including the following:

- School provision
- Heath facilities
- Open space and play areas
- Indoor and outdoor leisure facilities
- Open spaces
- Country parks
- Local centres/small scale retail
- Community halls
- Public houses
- Churches

The submission to the Local Planning Authority to demonstrate that the Future Chippenham site is the most sustainable option in which to meet the town's future growth needs, will include an Infrastructure Delivery Plan (IDP) setting out the infrastructure that is required to be delivered and by when. This IDP will support future Local Plan representations, masterplan and planning applications.

Health and social wellbeing

There were 9 responses to Question 12 (Pewsham link Option 1) relating to health and wellbeing, the majority raising concerns about loss of green spaces countryside and

Summary of responses to Question 12 – Pewsham link option 1

subsequent impacts on wellbeing/mental health. One response raised concern about potential for increased crime.

Health and social wellbeing – Future Chippenham officer response

Health and social wellbeing is a fundamental aspect of the Concept Framework that has informed the road route options assessment. The scale of the proposed growth in the Concept Framework allows a strategic approach to the provision of landscape and green infrastructure which will deliver social, economic and environmental benefits. The proposed country park offers a significant area of open space which will support the future health and wellbeing of existing and future residents. The river and its flood meadows will also become a 'unifying strand' in the green infrastructure network.

Public health matters will be further assessed as part of the development of the Framework Masterplan and road design and there will be a chapter within the Environmental Impact Assessment (EIA) which will accompany all submissions, detailing the assessments undertaken, impacts identified, mitigatory measures to be implemented and opportunities for improvements where practicable. Similarly, the EIA will address social issues including the provision of affordable homes, accessible homes for the mobility impaired, access to education and healthcare services and incorporation of the principles of safe by design. The points regarding potential detrimental impacts on people's health arising from this scheme are noted and accepted as valid. It will be important in the continuing design process for the Framework Masterplan that this issue is addressed and to ensure this process will include consultation with the NHS and be designed to minimise impacts and optimise opportunities, such as the provision of a new network of public green open space including trim trails and enhanced cycle and walking opportunities.

The points regarding potential increased anti-social behaviour arising from this scheme are noted. It will be important in the continuing design process for the Framework Masterplan that this issue is addressed and to ensure this the process will include consultation with the police and be designed to Safe by Design national standards to discourage anti-social behaviour. Potential impacts on social issues will be further assessed as part of an overarching Environmental Impact Assessment, to accompany the project work, which will clearly outline potential impacts and proposed measures identified as necessary to mitigate them.

Theme: Planning (Appendix F8)

Relationship with the Local Plan review/Prematurity

There were 14 responses to Question 12 (Pewsham link Option 1) raising concerns that the case for the scale of development proposed in Chippenham has not yet been fully debated through the Local Plan review process, and that consultation on the distributor road is premature, with concerns raised about predetermining the outcome of the Local Plan review. A concern was also raised that there are technical and viability challenges which have implications for the soundness of the Local Plan.

Relationship with the Local Plan review/Prematurity – Future Chippenham officer response

Matters relating to the Local Plan review are not within the scope of the road route options consultation, although this report will be shared with Wiltshire Council's Spatial Planning team. The comments received do nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing the Framework Masterplan for the site.

While ideally a planning application for the road or any wider development would not be submitted until the Local Plan review is complete, there are many precedents set where applications that accord with an emerging Local Plan which has reached an advanced stage within the process have been permitted, so as to ensure timely delivery of housing and critical infrastructure.

The next stage of the process is to include a Framework Masterplan which will set out the vision and context for the development. This will be subject to full consultation in due course and be supported by a design code which will provide more detail.

Housing/Scale of development

There were 26 responses to Question 12 (Pewsham link Option 1) relating to housing and the scale of development, with the majority of these expressing that too much development is proposed, or that no new housing was wanted or needed. It was requested that focus be on developing vacant or brownfield areas of the town centre.

Housing/Scale of development – Future Chippenham officer response

Matters regarding the scale of development being proposed are not within the scope of the road route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site. This report will also be shared with Wiltshire Council's Spatial Planning team for their information.

Placemaking

There were 5 responses to Question 12 (Pewsham link Option 1) relating to placemaking and design matters. Concerns were raised that the future development will be poorly designed, with specific mention made to the design of bridges. One respondent noted no objection, providing good design principles would be adhered to. Stagecoach West commented that the extensive development south of Pewsham Way, demanding the SW Link Road through Zones 1 and 2 and this kind of link, is inappropriate as urban design would be compromised, due partly to topographic issues, on a number of counts.

Placemaking – Future Chippenham officer response

This consultation was about identifying a preferred road route should infrastructure be required. Matters with respect to design and placemaking are not within the scope of the road

Summary of responses to Question 12 – Pewsham link option 1

route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site and road design.

The Framework Masterplan which is being produced currently and will be subject to public consultation in due course, will set out in some detail how the building of the road can help deliver a high-quality development with a unique sense of place and which will mark a step-change in previous recent house building around Chippenham. The Framework Masterplan will be accompanied by a Design Code which will ensure that these design standards are maintained throughout the lifetime of the build.

Theme: Consultation and process (Appendix F9)

HIF bid and funding

There were 6 responses to Question 12 (Pewsham link Option 1) addressing matters related to the HIF bid and funding. Concerns were raised that the project was not a good use of taxpayer's money or was not viable. It was expressed by one respondent that there had not been enough consultation before the HIF bid was submitted, while another requested the HIF funding be returned to Homes England.

HIF Bid and funding – Future Chippenham officer response

The council acted in a proactive manner to seek central government funding to ensure that infrastructure could be in place to unlock housing should the area be allocated through the Local Plan review, on land recognised for potential future growth within the earlier examination of the Chippenham Site Allocations Plan. The successful bid for funding provides a resolution to the potential barriers for the site and enables a holistic approach to the delivery of critical infrastructure to meet the strategic need of the town, alongside other benefits for the town as a whole. At the time of the bid submission it was expected that the Local Plan review would have completed its public consultation on its spatial strategy prior to any awards being made by MHCLG. Delays in the Local Plan review timetable meant that the grant was awarded in advance of this stage of the Local Plan. However, this does not affect the fact that the application for the funding was made based on identified need on a particular site. The successful bid for central government funding was based on a business case which demonstrated good value for money.

Process/Consultation

There were 43 responses to Question 12 (Pewsham link Option 1) concerning the process and consultation. A large number of these were criticisms that there was not a 'no road' option offered on the consultation form, along with complaints that the consultation material was not clear in relation to the link road options. Some respondents also felt there was a lack of clarity over the function of the new road, and others felt the consultation process was inadequate with not enough opportunities to ask questions, the consultation being too short, taking place concurrently with the Local Plan review consultation, and taking place during a national lockdown.

Process/Consultation – Future Chippenham officer response

The consultation accorded to the Local Planning Authority's adopted Statement of Community Involvement as amended in July 2020 that implemented an interim approach to public consultation in light of restrictions imposed due to the COVID-19 pandemic. Whilst the unique circumstances of the pandemic meant that face-to-face consultation was not an option, alternative COVID safe methods of outreach, such as online webinars and a video, were employed which enabled effective engagement. The results of the consultation with just under 1,200 individual representations being received indicates that the techniques employed have been successful.

It is not uncommon for councils to take an active role in the development of land within their ownership, and procedures are in place to ensure that there is a clear internal organisational separation between teams promoting developments (in this case Future Chippenham) and teams responsible for undertaking the regulatory functions of the council (the Local Planning Authority). Similarly, the elected Councillors who sit on the planning decision making committee (in this case Strategic Planning Committee) will be bound by the law and code of practice to consider the case before them solely upon its planning merits taking into account planning policy and all other material planning considerations, including the results of consultations.

The principle of whether the road and potential wider development should go ahead, including the consideration of alternative options, is for the Local Plan review to address. As explained at the beginning of Section 4, the Future Chippenham road route options consultation took place around a working assumption that the project could be taken forward should an appropriate allocation be made in the Local Plan review. As such, the consultation form did not include a specific question asking for feedback on whether or not consultees supported the new road in principle, as it had already been confirmed that should there be any such development a new road will be required to avoid insurmountable negative impacts on the existing highways network. The consultation did enable consultees who wished to record their objection to any road through a number of free text fields built into the consultation form. In addition, consultees could choose to send an email or letter instead of completing the consultation form.

Theme: General (Appendix F10)

General

There were 307 responses raising general issues in response to Question 12 (Pewsham link Option 1). The considerable majority of these were objections to the road, with views expressed that the road is not wanted, not needed or justified, and should not be progressed. A number of respondents commented that they had no preference between the link road options, while others commented in favour or against this option. It was noted that Option 1 appears to be most closely aligned to route Option C (the inner route).

Summary of responses to Question 12 – Pewsham link option 1

General – Future Chippenham officer response

Objection to the road and options and wider development is noted. As was explained in the consultation, the principle of whether the road and wider development it will serve should go ahead will be taken as part of the Local Plan process and the Local Planning Authority will be made aware of the level of objection to this consultation. This consultation was stating that should the development proceed then what form and route should it take. Nevertheless, the level of objection is noted and will be considered by the Future Chippenham team. Concerns regarding amenity to existing residents will be key considerations through the masterplanning stages. The comments relating to the link road options and their connections to each of the road route options are noted, and it is confirmed that there will be a reassessment of the published route options presented in light of the feedback received or new evidence coming to light.

Summary of responses to Question 13 - Pewsham link Option 3

- 4.39. The full lists of summarised points relating to Pewsham link road Option 3 can be found at **Appendix G (1-9)**. The comments received were grouped under the following broad themes:
- Transport
 - Climate change and flooding
 - Pollution and air quality
 - Ecology and environment
 - Landscape
 - Planning
 - Economy and infrastructure
 - Consultation and process
 - General
- 4.40. A high level summary of the comments received is set out below along with officer responses to the points raised. Where appropriate the officer responses explain how the points raised have and will influence the project going forward, including through road design, road route options decision making, and the subsequent Framework Masterplanning process.
- 4.41. The tables below summarise the responses that were received relating to Pewsham link Option 3:

Summary of responses to Question 13 – Pewsham link option 3

Theme: Transport (Appendix G1)

Transport

There were 40 responses to Question 13 (Pewsham link Option 3) that were judged to fall within the theme of transport. A number of these concern the roundabout junction proposed under Option 3, with some comments that Pewsham should not have any more roundabouts, comments that existing roundabout should be utilised, while others noted that a roundabout

Summary of responses to Question 13 – Pewsham link option 3

junction should be constructed. Some concern was raised about the potential for increased congestion pressure on the highways network, such as at Canal Road. One respondent noted a preference for Option 3 as it would encourage traffic between the distributor road and Pewsham to use both Canal Road and King Henry Drive, whereas Option 1 would direct all traffic to Canal Road. It was also noted that Option 3 could help to ease congestion at the Bridge Centre. The connectivity benefits of Option 3 were noted by some whilst others commented that the shortest option was preferable. Some suggestions were made that link Option 3 could form a connection to Pewsham Way, which should form part of the distributor road instead of a new road. Some comments were made regarding the relationship of the link Option 3 with the cycle network, including that this would appear to be the safer option for pedestrians and cyclists as the roundabout may help to control vehicle speeds, although it was to be unclear how cyclists would re-join the carriageway, noting that there is no cycle path on the A4. Concerns were raised that this option would have an adverse impact on footpaths.

A number of other more general comments and comments linking with the wider road route options were also submitted to the question. Requests were made for an alternative sustainable transport strategy, and investment into the public transport.

Transport: Future Chippenham officer response

The inclusion of a link road between Pewsham Way and the Future Chippenham distributor road as part of a comprehensive and holistic solution would serve various functions including providing access to various areas of potential development. It would also provide connectivity by adding to the overall highway network thereby providing enhanced route choice and options, and allow for enhanced permeability through the area by a range of transport modes (car, walking, cycling, bus etc.). Comments received through this consultation will be considered in helping identify and determine the optimal location and design for the link road, it's associated infrastructure, and the nature of the junction connection with Pewsham Way. The link road will be considered and developed as part of the overall scheme masterplanning work and will be included in the traffic modelling analysis as part of the Transport Assessment informing the planning application.

Theme: Climate change and flooding (Appendix G2)

Climate change

There were 12 responses to Question 13 (Pewsham link Option 3) of which most raised concerns about the project's climate impacts, concerns regarding carbon costs and compatibility with the council's declaration of a climate emergency. It was also commented that link Option 3 has the lowest environmental impact.

Climate change – Future Chippenham officer response

Addressing the climate emergency is an underpinning objective for the Future Chippenham project. Given that Chippenham will need new homes, the function of the new road is to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to

Summary of responses to Question 13 – Pewsham link option 3

boost local opportunities, reduce traffic congestion in the town centre and improve connectivity and travel within and around the town.

The Future Chippenham team consider all evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

Part of this will be the focus on supporting self-containment through the delivery of jobs, services and facilities which enable residents to meet their everyday needs within the town itself rather than needing to travel. Futureproofing development so that new builds are constructed to policy compliant carbon standards, alongside a framework of significant green infrastructure, spaces for nature and sustainable transport opportunities will also be critical.

These matters will be addressed through the subsequent stage of preparing the Framework Masterplan for the site. Garden settlement principles will be applied with decarbonisation and the need to meet the challenges of the climate emergency as the underpinning principles. The Future Chippenham project will seek to be aspirational and identify opportunities to exceed planning policy requirements wherever practicable. Consideration will be given to extend initiatives within the proposed Framework Masterplan area and the wider area so that the town moves towards the same objectives and goals.

Flooding

There were 3 responses to Question 13 (Pewsham link Option 3) that raised general concerns that the development could result in an increased risk of flooding.

Flooding – Future Chippenham officer response

The rivers in and around the site are important features in the landscape as well as being environmental assets and will be key considerations in the design and layout of the site in the Framework Masterplan.

Desk based assessments of the water environment were carried out in support of the road route options stage, which set out a number of mitigation measures to be employed to reduce runoff and pollution from construction activities into local watercourses and groundwater receptors. This is further detailed within Section 4.5 of the PEAOR summary report⁴⁴.

Proposals for development of the site will be further supported and informed by detailed flood risk assessments. A principle that will underpin the Framework Masterplan will be to, wherever possible, identify and avoid development in areas at risk of flooding (Flood Zones 2 and 3). Where some impact is seen as unavoidable then suitable mitigation will be discussed and agreed with the appropriate drainage bodies. Ongoing assessment work will identify areas that are more susceptible to flooding, including groundwater flooding, and identify mitigation and drainage strategies to be put in place.

⁴⁴ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Summary of responses to Question 13 – Pewsham link option 3

It is expected that that the development proposals will include measures to alleviate flood risk in some areas.

The Environment Agency's comments are noted and will be taken into account when considering the final route recommendation.

Theme: Pollution and air quality (Appendix G3)

Pollution and air quality

There were 2 responses to Question 13 (Pewsham link Option 3) raising concerns that the development would result in an increase of air and noise pollution.

Pollution and air quality – Future Chippenham officer response

The initial Concept Framework plan that supported the road route options assessment provided the foundations to ensure that pollution and air quality were considered from the outset.

The Framework Masterplan will address the need to minimise the impacts of air pollution, light pollution, and noise pollution. Comments regarding pollution, air quality noise and light pollution provide valuable information which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the wider site and design of the final road option chosen. All aspects of pollution will be further assessed as part of the development of the wider Framework Masterplan and road design to be accompanied by an overarching Environmental Impact Assessment. This will clearly outline potential impacts and proposed measures identified as necessary to mitigate them. Potential impacts during construction will also be avoided where possible, and where not possible mitigated by employing best practise construction practice.

Whilst air quality modelling or noise impacts assessments are yet to be undertaken, it is recognised that selection of a route located furthest from pollutant receptors would assist in reducing potential air quality impacts, and there is potential for the use of noise dulling barriers (such as landscape bunding) to help ameliorate the impacts of noise.

Theme: Ecology and environment (Appendix G4)

Ecology

There were 18 responses to Question 13 (Pewsham link Option 3) that raised issues around ecology. The majority of these were concerns about the development leading to potential negative impacts on biodiversity, wildlife (including protected species) and habitats. Concern was also raised that insufficient assessment of biodiversity impacts has been undertaken.

Ecology – Future Chippenham officer response

Summary of responses to Question 13 – Pewsham link option 3

An assessment of the biodiversity baseline has been carried out, to inform the road route options assessment process presented in this consultation, including a site-based Extended Phase 1 Habitat survey, a Ground Level Tree Assessment (GLTA) for bats, and wintering bird surveys. Key considerations are the mitigation of any potential impacts on nearby designated sites such as Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), County Wildlife Sites (CWSs), Ancient Woodlands, and on any protected or notable species recorded in the area. A range of potential mitigation measures are identified in paragraph 4.4 of the PEAOR summary report⁴⁵. Further ecological surveys are being carried out, and discussions with Natural England and the County Ecologist are ongoing.

The feedback received identifying individual species (including spotted flycatcher breeding territories and other species such as kites, buzzards, owls and migratory birds, roe deer, voles, hares, rabbits, foxes, badgers, long tailed tits, blue tits, great tits, dunnocks, robins, otters and others) is welcomed, and the Future Chippenham team will ensure that these, plus any others, are taken into account during further ecological evaluations and the design process.

Any development including the road options and wider Framework Masterplan will be further supported and informed by additional detailed ecological surveys, which will form a critical part of the Environmental Impact Assessment for the whole site. The Framework Masterplan will be supported by a suite of ecology assessments that consider impact on all flora, fauna, and their habitat. These studies will identify if important species are present and if so can either be avoided or if avoidance is not possible, identify what mitigation will be needed. Avoidance of impacts will be the preferred option in all cases, and where this is not possible then mitigation may include translocation of species where legislation requires. The scheme will need to show how a net gain for biodiversity is provided in line with local and national planning requirements.

The ability to achieve a biodiversity net gain has been fundamental in informing the Concept Framework for the site and will continue to be considered in the development of the Framework Masterplan. It will be ensured that all opportunities for enhancing biodiversity are investigated on a whole site basis and where appropriate on a Chippenham wide basis.

The Future Chippenham team are committed to working in partnership with key environmental stakeholders and statutory consultees in developing the Framework Masterplan, including the Environment Agency, Natural England and Wiltshire Wildlife Trust.

The benefits of developing a whole site Framework Masterplan are key to ensuring that the impacts on ecology can be minimised, and mitigation can be delivered and planned upfront on a holistic scale.

Theme: Landscape (Appendix G5)

⁴⁵ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Landscape

There were 26 responses to Question 13 (Pewsham link Option 3) that raised issues around landscape. A large proportion of these were concerns about the impacts on the landscape and visual amenity, loss of countryside and agricultural land. Concerns were raised about the potential for impacts on the walking routes near the canal, although others noted a preference for this option due to it being further from Mortimore's Wood, having less impact on green space, and not requiring a bridge.

Landscape – Future Chippenham officer response

The Concept Framework for the site and the road options put forward during the consultation were informed by landscape assessments and studies. Further development of the road route option and Framework Masterplan will be supported and informed by a more detailed landscape assessment that will ensure that the most sensitive landscape elements are protected and where possible enhanced. This will include the river corridor and the existing country park. Where less sensitive landscape is identified for development then suitable mitigation such as landscape planting, topography and design will be identified accordingly. The Framework Masterplan will ensure that a generous amount of open space, over and above locally required standards, is provided for the local community to enjoy in perpetuity.

In support of the road route options, a desk-based landscape and visual impacts study was undertaken and covered a 1km study area surrounding the site/route options as detailed in section 3.6 of the PEAOR summary report⁴⁶. This detailed landscape mitigation recommendations that could be implemented, including:

- careful siting of the highway to avoid significant landscape and visual effects.
- avoidance of the loss of mature trees, hedgerows and safeguarding of existing habitats.
- limiting vegetation removal to that required to undertake the works.
- mitigation planting and/or screening bunds being designed to provide both adequate screening of the highway whilst remaining mindful of the character of the existing landscape to enable the new highway to integrate.
- creation of wet woodland in specific locations to provide both biodiversity and amenity benefit.
- ensuring the design of structures and finishes associated with the river crossings be locally distinctive and reflect a high quality of design; and
- ensure the Scheme integrates with local neighbourhoods to provide benefits for walkers and cyclists in the local area.

⁴⁶ Preliminary Environmental Assessment of Options Report (PEAOR) summary report, available from: <https://www.wiltshire.gov.uk/media/5740/Preliminary-Environmental-Assessment-of-options-PEAOR-report-summary/pdf/PEOR.pdf?m=637462609557400000>

Theme: Economy and infrastructure (Appendix G6)

Employment and economy

There were 2 responses to Question 13 (Pewsham link Option 3) that commented on a perceived lack of employment opportunities in Chippenham.

Employment and economy – Future Chippenham officer response

This consultation was about identifying a preferred road route should infrastructure be required. Matters with respect to the economy were not within the scope of the road route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site.

In line with national planning legislation, it is a requirement of the council's Local Plan to identify how and where projected employment needs for the next 20 years can be met in the most environmentally sustainable way. Given that Chippenham will need new homes, then it is sustainable to provide employment opportunities within the same development. This provides local opportunities and cuts down the need for largescale commuting.

A function of the new road will be to facilitate this growth in the most beneficial and sustainable way for the town. It will unlock land to support the requirement to meet housing needs, allow employment development to boost local opportunities, reduce traffic congestion in the town centre, improve connectivity and travel within and around the town. Evidence shows that this development can deliver more benefits, be much more sustainable and provide opportunities for better integrated place shaping than any other options for meeting Chippenham's growth needs for the next 25 years or more.

Health and social wellbeing

There were 4 responses to Question 13 (Pewsham link Option 3) that expressed concerns about loss of green spaces, countryside and subsequent impacts on wellbeing/mental health, and concerns about antisocial behaviour.

Health and social wellbeing – Future Chippenham officer response

Health and social wellbeing is a fundamental aspect of the Concept Framework that has informed the road route options assessment. The scale of the proposed growth in the Concept Framework allows a strategic approach to the provision of landscape and green infrastructure which will deliver social, economic and environmental benefits. The proposed country park offers a significant area of open space which will support the future health and wellbeing of existing and future residents. The river and its flood meadows will also become a 'unifying strand' in the green infrastructure network.

Public health matters will be further assessed as part of the development of the Framework Masterplan and road design and there will be a chapter within the Environmental Impact Assessment (EIA) which will accompany all submissions, detailing the assessments

Summary of responses to Question 13 – Pewsham link option 3

undertaken, impacts identified, mitigatory measures to be implemented and opportunities for improvements where practicable. Similarly, the EIA will address social issues including the provision of affordable homes, accessible homes for the mobility impaired, access to education and healthcare services and incorporation of the principles of safe by design. The points regarding potential detrimental impacts on people's health arising from this scheme are noted and accepted as valid. It will be important in the continuing design process for the Framework Masterplan that this issue is addressed and to ensure this the process will include consultation with the NHS and be designed to minimise impacts and optimise opportunities, such as the provision of a new network of public green open space including trim trails and enhanced cycle and walking opportunities.

Theme: Planning (Appendix G7)

Relationship with the Local Plan review/Prematurity

There were 6 responses to Question 13 (Pewsham link Option 3) relating to the Local Plan review, most of which raised concerns that the case for the scale of development proposed in Chippenham has not yet been fully debated through the Local Plan review process, and that consultation on the distributor road is premature, with concerns raised about predetermining the outcome of the Local Plan review. A request was also made that the council should introduce planning policies that require climate change impact assessment of proposed developments set against the council's carbon reduction targets.

Relationship with the Local Plan review/Prematurity – Future Chippenham officer response

Matters relating to the Local Plan review are not within the scope of the road route options consultation, although this report will be shared with Wiltshire Council's Spatial Planning team. The comments received do nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing the Framework Masterplan for the site.

While ideally a planning application for the road or any wider development would not be submitted until the Local Plan review is complete, there are many precedents set where applications that accord with an emerging Local Plan which has reached an advanced stage within the process have been permitted, so as to ensure timely delivery of housing and critical infrastructure.

The next stage of the process is to include a Framework Masterplan which will set out the vision and context for the development. This will be subject to full consultation in due course and be supported by a design code which will provide more detail.

Housing/Scale of development

There were 10 responses to Question 13 (Pewsham link Option 3) relating to housing the scale of development, with the majority of these expressing that too much development is

Summary of responses to Question 13 – Pewsham link option 3

proposed, or that no new housing was wanted or needed. It was requested that focus be on developing vacant or brownfield areas of the town centre.

Housing/Scale of development – Future Chippenham officer response

Matters regarding the scale of development being proposed are not within the scope of the road route options consultation, but nonetheless provide valuable insight which will be taken into consideration through the subsequent stage of preparing a Framework Masterplan for the site. This report will also be shared with Wiltshire Council's Spatial Planning team for their information.

Placemaking

There was 1 response to Question 13 (Pewsham link Option 3) raising a concern that the future development will be unattractive.

Placemaking – Future Chippenham officer response

The Framework Masterplan which is being produced currently and will be subject to public consultation in due course, will set out in some detail how the building of the road can help deliver a high-quality development with a unique sense of place and which will mark a step-change in previous recent house building around Chippenham. The Framework Masterplan will be accompanied by a Design Code which will ensure that these design standards are maintained throughout the lifetime of the build.

Theme: Consultation and process (Appendix G8)

Process/Consultation

There were 29 responses to Question 13 (Pewsham link Option 3) concerning the process and consultation. A large number of these were criticisms that there was not a 'no road' option offered on the consultation form, along with complaints that the consultation material was not clear in relation to the link road options. Some respondents also felt there was a lack of clarity over the function of the new road, and other felt the consultation process was inadequate with the consultation taking place during a national lockdown, presentation of information, and format of webinars. A concern was also raised that the project appeared to be motivated by the availability of funding.

Process/Consultation – Future Chippenham officer response

The consultation accorded to the Local Planning Authority's adopted Statement of Community Involvement as amended in July 2020 that implemented an interim approach to public consultation in light of restrictions imposed due to the COVID-19 pandemic. Whilst the unique circumstances of the pandemic meant that face-to-face consultation was not an option, alternative COVID safe methods of outreach, such as online webinars and a video, were employed which enabled effective engagement. The results of the consultation with just

Summary of responses to Question 13 – Pewsham link option 3

under 1,200 individual representations being received indicates that the techniques employed have been successful.

It is not uncommon for councils to take an active role in the development of land within their ownership and procedures are in place to ensure that there is a clear internal organisational separation between teams promoting the development (in this case Future Chippenham) and teams responsible for undertaking the regulatory functions of the council (the Local Planning Authority). Similarly, the elected Councillors who sit on the planning decision making committee (in this case Strategic Planning Committee) will be bound by the law and code of practice to consider the case before them solely upon its planning merits taking into account planning policy and all other material planning considerations, including the results of consultations.

The principle of whether the road and potential wider development should go ahead, including the consideration of alternative options, is for the Local Plan review to address. As explained at the beginning of Section 4, the Future Chippenham road route options took place around a working assumption that the project could be taken forward should an appropriate allocation be made in the Local Plan review. As such, the consultation form did not include a specific question asking for feedback on whether or not consultees supported the new road in principle, as it had already been confirmed that should there be any such development a new road will be required to avoid insurmountable negative impacts on the existing highways network. The consultation did enable consultees who wished to record their objection to any road through a number of free text fields built into the consultation form. In addition, consultees could choose to send an email or letter instead of completing the consultation form.

Theme: General (Appendix G9)

General

There were 301 responses raising general issues in response to Question 12 (Pewsham link Option 1). The considerable majority of these were objections to the road, with views expressed that the road is not wanted, not needed or justified, and should not be progressed. A number of respondents commented that they had no preference between the link road options, while others commented in favour or against this option. It was noted that Option 3 appears to be most closely aligned to route Options A and B (the outer and middle routes). Concerns were also raised about potential negative impacts on residents, and a request was made to build in adequate separation from existing properties.

General – Future Chippenham officer response

Objection to the road and options and wider development is noted. As was explained in the consultation, the principle of whether the road and wider development it will serve should go ahead will be taken as part of the Local Plan process and the Local Planning Authority will be made aware of the level of objection to this consultation. This consultation was stating that should the development proceed then what form and route should it take. Nevertheless, the level of objection is noted and will be considered by the Future Chippenham team. Concerns regarding amenity to existing residents will be key considerations through the masterplanning

Summary of responses to Question 13 – Pewsham link option 3

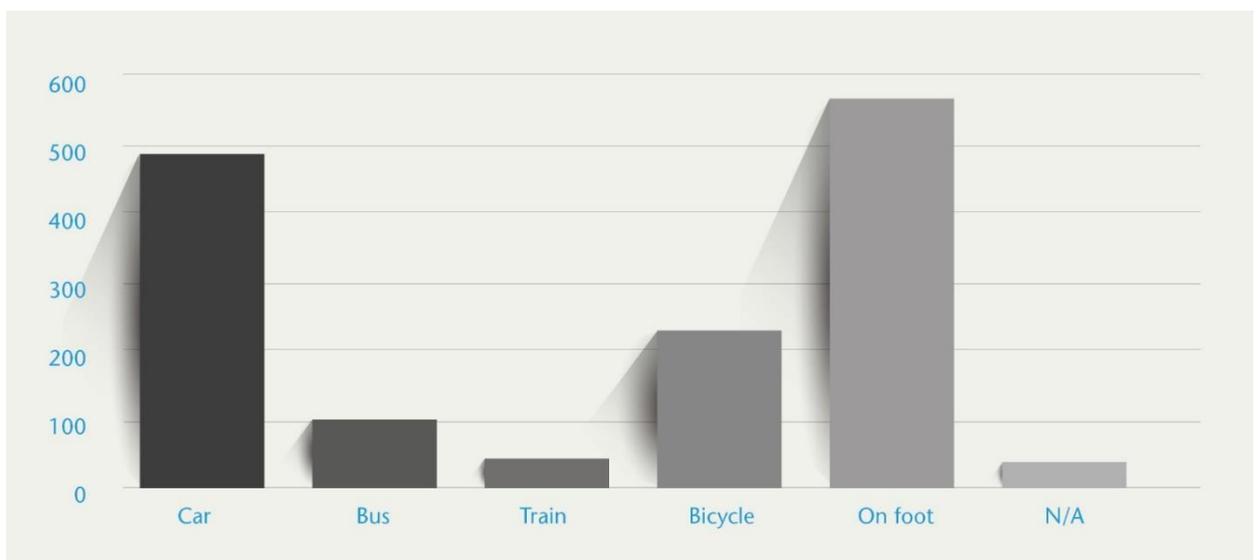
stages. The comments relating to the link road options and their connections to each of the road route options are noted, and it is confirmed that there will be a reassessment of the published route options presented in light of the feedback received or new evidence coming to light.

Questions 14, 15, 16, and 17: Statistical data relating to preferred modes of transport

Summary of responses to Question 14

- 4.42. The following graphs summarise the responses that were received to questions 14 – 18 of the consultation form concerning respondents preferred modes of transport and their reasons for making journeys in the Chippenham area. This data will be used in taking forward further transport assessment for the project.
- 4.43. Question 14 of the consultation form asked how respondents travel to/from Chippenham town centre. Respondents were able to give more than one answer, if applicable. Of the 904 responses received to this question, a considerable majority of respondents travel on foot (569) or by car (488), with travel by bicycle (230) also representing a key transport mode. Travel by bus (100) and train (43) were less common amongst those responding to this question.

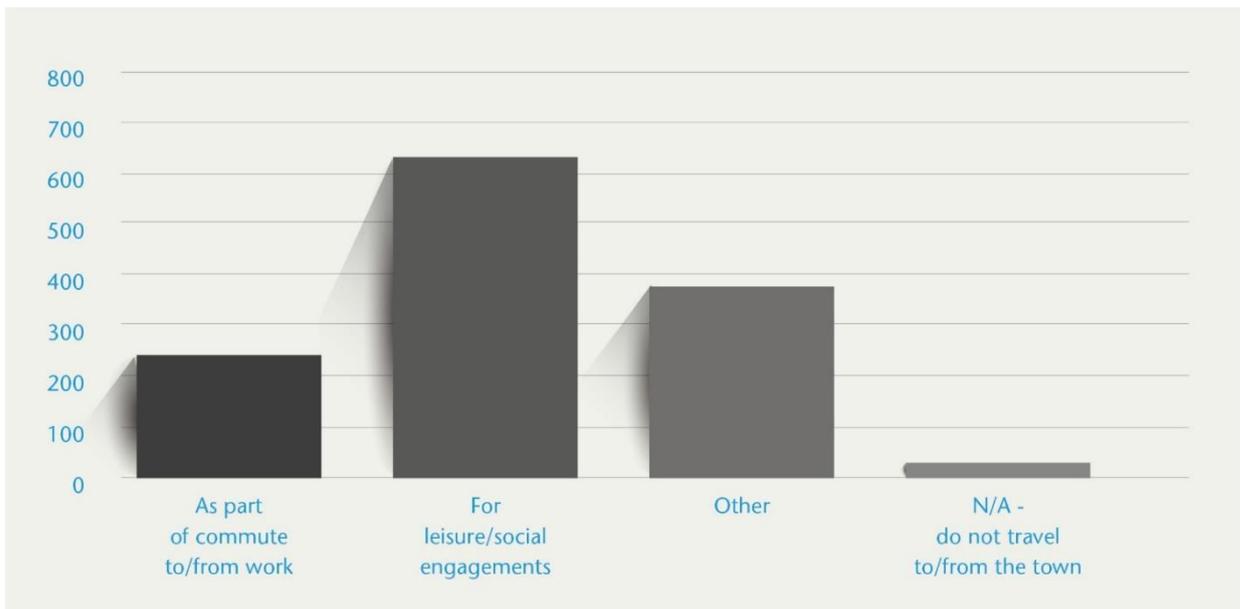
Figure 12: Graph showing responses to consultation form Question 14



Summary of responses to Question 15

- 4.44. Question 15 of the consultation form asked why respondents travel to/from Chippenham town centre. Respondents were able to give more than one answer if applicable and could also offer alternative reasons within a free text field. Of the 893 responses received to this question, many respondents noted their reasons for visiting the town being for leisure/social engagements (632), with a smaller number visiting the town for work or as part of a commute (242). Of those that reported their reasons for visiting the town centre as 'Other' (377), a significant majority of these were shopping, retail, and banking. Other reasons included being a resident in the town centre, for exercise, for religious reasons, for healthcare, part of an onward journey, for education, or for disabled access.

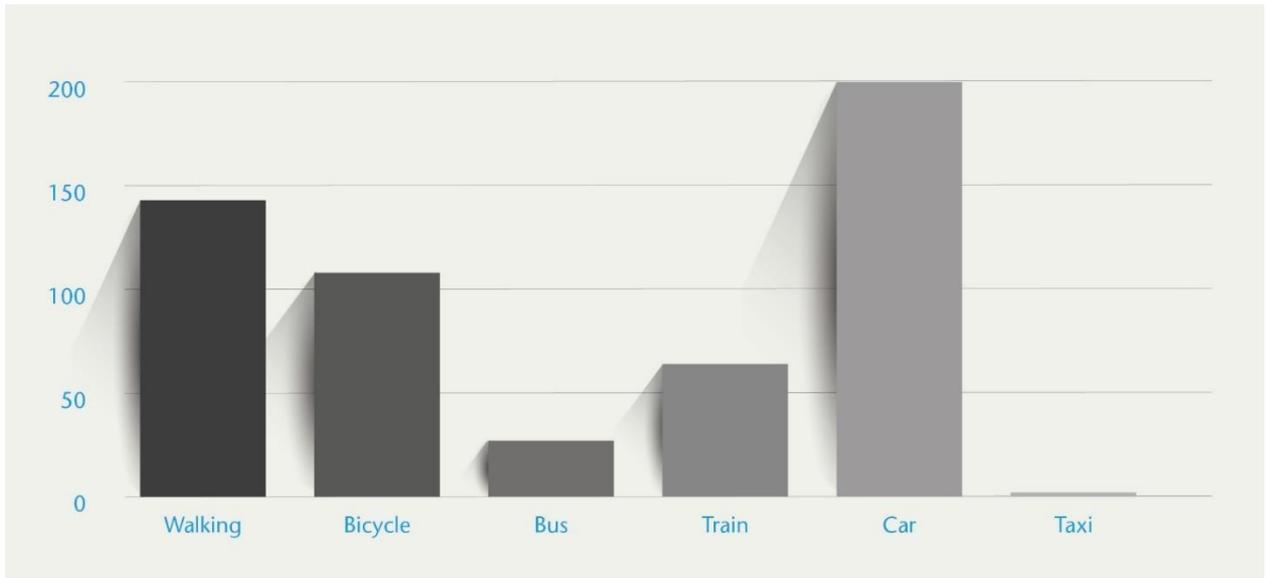
Figure 13: Graph showing responses to consultation form Question 15



Summary of responses to Question 16

- 4.45. Question 16 of the consultation form asked if respondents travel to/from Chippenham as part of a commute for work, what is the preferred mode of transport. Respondents were able to give more than one answer, if applicable. There were 744 responses to this question, of which 352 clarified that the question was not applicable as the respondent did not travel to/from Chippenham as part of a commute for work. Of the remaining 392 responses, the most frequently cited mode of transport was by car (200), with large numbers also reporting travel on foot (143) and by bicycle (108). A smaller number included train (64) and bus (27) amongst their modes of transport for this purpose.

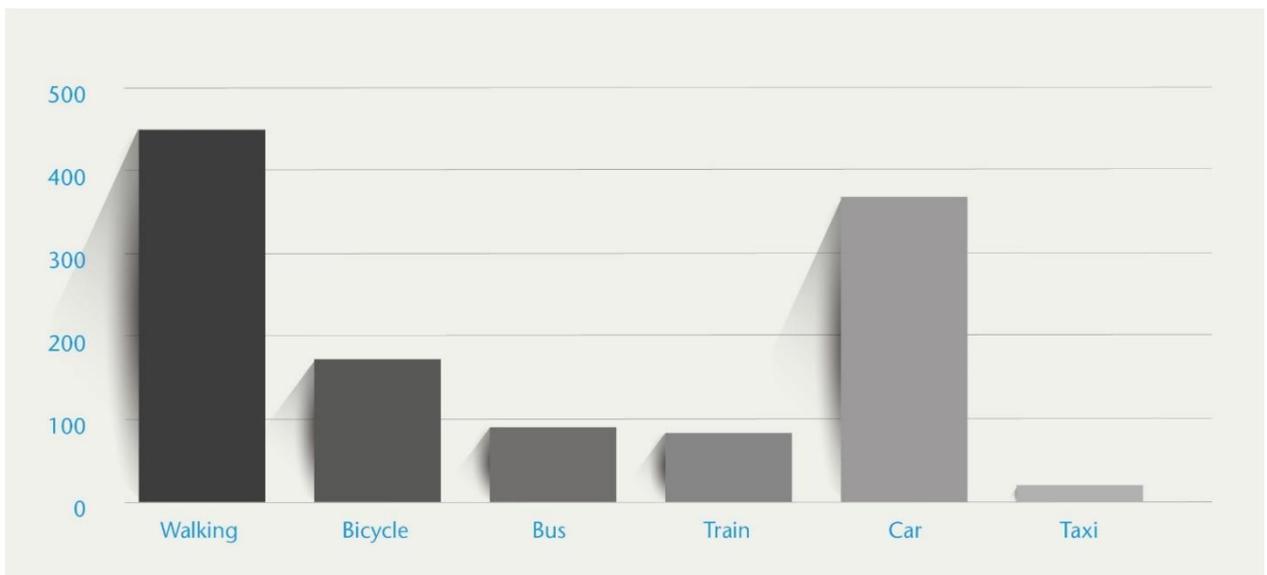
Figure 14: Graph showing responses to consultation form Question 16



Summary of responses to Question 17

- 4.46. Question 17 of the consultation form asked if respondents travel to/from Chippenham for social engagements, what is the preferred mode of transport. Respondents were able to give more than one answer, if applicable. There were 864 responses to this question, of which 74 clarified that the question was not applicable as the respondent did not travel to/from Chippenham for social engagements. Of the remaining 790 responses, the most frequently cited mode of transport was on foot (449), with large numbers also reporting travel by car (368). A smaller number included travel by bicycle (173), bus (90) and train (83) amongst their modes of transport for this purpose.

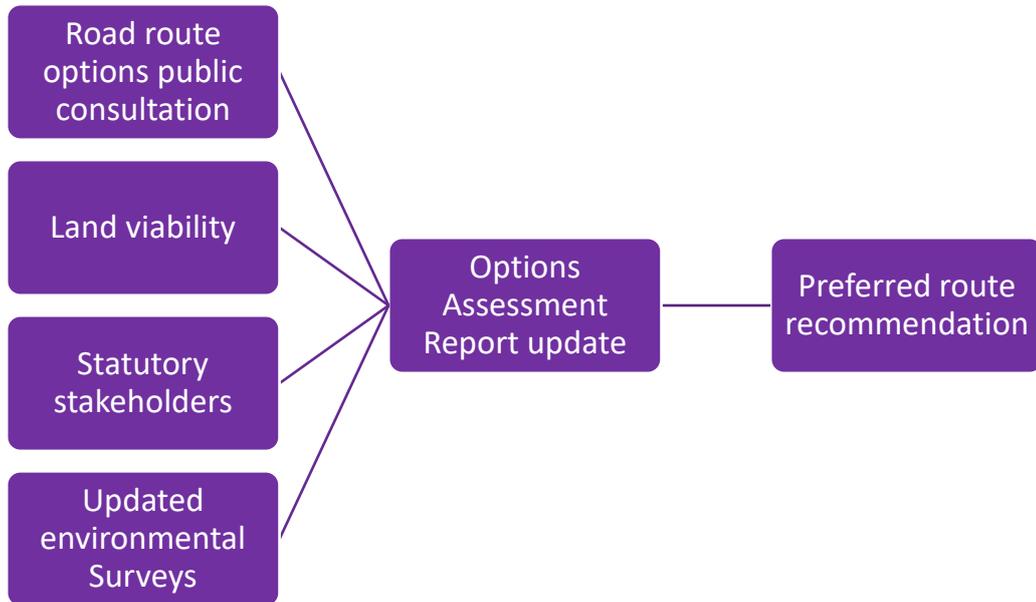
Figure 15: Graph showing responses to consultation form Question 17



5. Conclusions

- 5.1. The purpose of the consultation on the Future Chippenham road route options was to gain feedback from members of the public and stakeholders of the project on the road route options presented in the consultation itself and in addition gain insight into potential opportunities/ issues/concerns from the stakeholders in the project. The consultation survey feedback received was reviewed and all feedback utilised to inform the update to the options assessment process and will inform a decision on the preferred road route option.
- 5.2. Where responses were not directly related to the road route options but could be considered as part of the wider project these have been acknowledged and passed on to the workstream teams for consideration e.g. road design team, traffic modelling team, Framework Masterplan team.
- 5.3. The consultation generated a high level of interest in Chippenham and the surrounding area. Responses covered a wide range of issues, many of which addressed points that were beyond the scope of the road route options consultation.
- 5.4. The emerging Framework Masterplan for the site will consider the feedback related to this area and this in turn will ultimately be informed by the Local Plan review process. This project cannot resolve issues raised with regard to quantum of housing proposed merely respond to the needs by providing a development that is supported by the required infrastructure from the outset and is holistically planned in its entirety providing greater opportunities to address the strategic objectives, priorities for Chippenham and ultimately provide a more self-sustainable town in the future.
- 5.5. The consultation feedback is welcomed and provides helpful direction which will be used to inform the selection of the preferred road route, through the Options Assessment Report (OAR) process. Alongside the consideration of feedback received through the consultation process, the updated OAR will also incorporate the following:
 - Updates relating to **Land Viability**, to include discussions and feedback from landowners impacted by the project.
 - Updates responding to issues and considerations raised through ongoing dialogue with **Statutory Stakeholders** who have interests in the project.
 - **Updated Environment Surveys**, reflecting new data and assessments carried out since the OAR was last completed in June 2020.

Figure 6: Factors influencing the road route recommendation



- 5.6. It should be noted that the road route will continue to be refined during the design stages and within the constraints and opportunities identified as part of this ongoing process including but not limited to, land survey results, environmental surveys, flood modelling etc.

Future Chippenham

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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**

Future **Chippenham**

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Future Chippenham Road Route Options

Consultation Feedback Report

Appendices: A to V

Page 197
July 2021

Contents – Appendices A - V

Appendix A: Table of summarised comments to consultation form Question 5	1
Appendix B: Table of summarised comments to consultation form Question 6/email/letter responses	3
Appendix C: Table of summarised comments to consultation form Question 8 (outer route)	31
Appendix D: Table of summarised comments to consultation form Question 9 (middle route) ..	48
Appendix E: Table of summarised comments to consultation form Question 10 (inner route) ...	65
Appendix F: Table of summarised comments to consultation form Question 12 (Pewsham link option 1)	76
Appendix G: Table of summarised comments to consultation form Question 13 (Pewsham link option 3)	83
Appendix H: Summary schedule of meetings with key stakeholders and landowners	88
Appendix I: Copy of notification letter/email and list of recipients	89
Appendix J: Examples of announcements made on Wiltshire Council's website.....	93
Appendix K: Examples of announcements made via Wiltshire Council e-newsletters.....	95
Appendix L: Examples of social media messages.....	110
Appendix M: Notices placed in local newspapers	115
Appendix N: Briefing note issued to all council members and to parish town clerks	117
Appendix O: Examples of articles published by local media, local parish councils and interest groups	120
Appendix P: Details of site notice placement	123
Appendix Q: Webinar on Thursday 28 th January 2021, Q&A document	125
Appendix R: Webinar on Thursday 11 th February 2021, Q&A document	148
Appendix S: Webinar on Saturday 20 th February 2021, Q&A document	175
Appendix T: Map of road route options	197
Appendix U: Public consultation leaflet	198
Appendix V: Consultation feedback form	209

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 PEOR.	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 PEAOR, '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
<i>Agricultural land</i>	
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
<i>Heritage</i>	
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
<i>Health and social wellbeing</i>	
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 reduce 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
<i>Relationship with the Local Plan review/prematurity</i>	

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
<i>Process/consultation</i>	
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
<i>Transport (Option A - All zones)</i>	
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
<i>Ecology (Option A – All zones)</i>		
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
<i>Ecology (Option A – Zone 1)</i>		
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
<i>Ecology (Option A – Zone 3)</i>		
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
<i>Ecology (Option A – Zone 4)</i>		
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
<i>Transport (Option C - All zones)</i>	
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 Leaze 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
Flooding (Option C – Zone 1)	
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
Pollution and air quality (Option C – All zones)	
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
Pollution and air quality (Option C – Zone 1)	
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
Pollution and air quality (Option C – Zone 2)	
Too much noise pollution, Pewsham Way is noisy enough as it is.	1

Question 10 (outer route): Theme - Ecology Appendix E4	No of responses
Ecology (Option C – All zones)	
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
<i>Transport (Pewsham Link 1)</i>	
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 is it 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 means 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
<i>Climate change (Pewsham Link 1)</i>	
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
<i>Flooding change (Pewsham Link 1)</i>	
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 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
---	------------------------

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

0300 456 0100

wiltshire.gov.uk

[@WiltshireCouncil](https://www.facebook.com/WiltshireCouncil)

[@wiltscouncil](https://twitter.com/wiltscouncil)

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

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



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.

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



**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 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

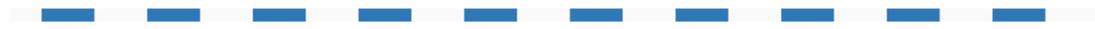
The Future Chippenham consultation closes at 5pm on Friday 12 March and we welcome your views, whether positive or negative. This will help inform the overall project and a decision about which of the three route options within each zone should be taken forward to the next stage of the development process.

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



The graphic features a dark blue dashed line at the top. On the right side, there is a dark grey rectangular box with the text "Live webinar!" in white. The main text is centered and reads "Future Chippenham" in a large, bold, black font, with "Future" on one line and "Chippenham" on the next. Below this, the tagline "Connecting our communities" is written in a smaller, green font. Further down, the date and time "Thursday 11 February 2021 at 7pm" are displayed in a black font, followed by the hashtag "#FutureChippenham" in a green font.

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/0Qcwe>

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

Page 309

Wiltshire Council #WiltshireTogether @wiltscouncil
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>

Wiltshire Council #WiltshireTogether @wiltscouncil
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>

Wiltshire Council #WiltshireTogether @wiltscouncil
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>

Our Wiltshire @WiltshireCouncil
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>



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
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
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
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
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 6 61



Appendix L Examples of social media messages

 **Wiltshire Council #WiltshireTogether** @wiltscouncil
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/wlNWI>

 30.6K  1.8K  0  3  4  0  10 



 **Wiltshire Council #WiltshireTogether** @wiltscouncil
9 Mar 2021 | 18:19

You've got until 5pm on Friday to give us your views on three road route options for a potential new distributor road, located to the south and east of [#Chippenham](#).

Have your say now!

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

 28.2K  2.4K  0  1  1  3  6 



 **Wiltshire Council #WiltshireTogether** @wiltscouncil
12 Mar 2021 | 13:47

You have until 5pm today to give us your views on three road route options for a potential new distributor road, located to the south and east of [#Chippenham](#).

Don't delay, have your say now!

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

 31.6K  3.2K  0  7  5  0  9 



Wiltshire Gazette and Herald
8 January - 7 February 2021

https://www.gazetteandherald.co.uk/announcements/public_notices/notice/150696.N
[otice 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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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

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

Service: Future Chippenham programme, Major Projects team

Further Enquiries to: [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.

Future Chippenham

Connecting our communities

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.

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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

Future Chippenham

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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?

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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.

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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.

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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?

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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.

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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](https://www.wiltshire.gov.uk/media/5746/Future-Chippenham-Distributor-Road-Options-Assessment-Plans/pdf/Future%20Chippenham%20Distributor%20Road%20Options%20Assessment%20Plans.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.

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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.

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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.

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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.

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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?

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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.

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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 field 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

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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?

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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

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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

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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?

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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

Future Chippenham

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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

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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

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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

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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.

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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.

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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

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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=lhrsDGzoTs8>

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?

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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.

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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

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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.

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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

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- 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.

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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?

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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.

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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?

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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.

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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

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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.

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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?

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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

Future Chippenham

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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

Future Chippenham

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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.

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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.

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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

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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

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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.

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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.

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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?

Future Chippenham

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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.

Future Chippenham

Connecting our communities

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.

Future Chippenham

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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](#)

Future Chippenham

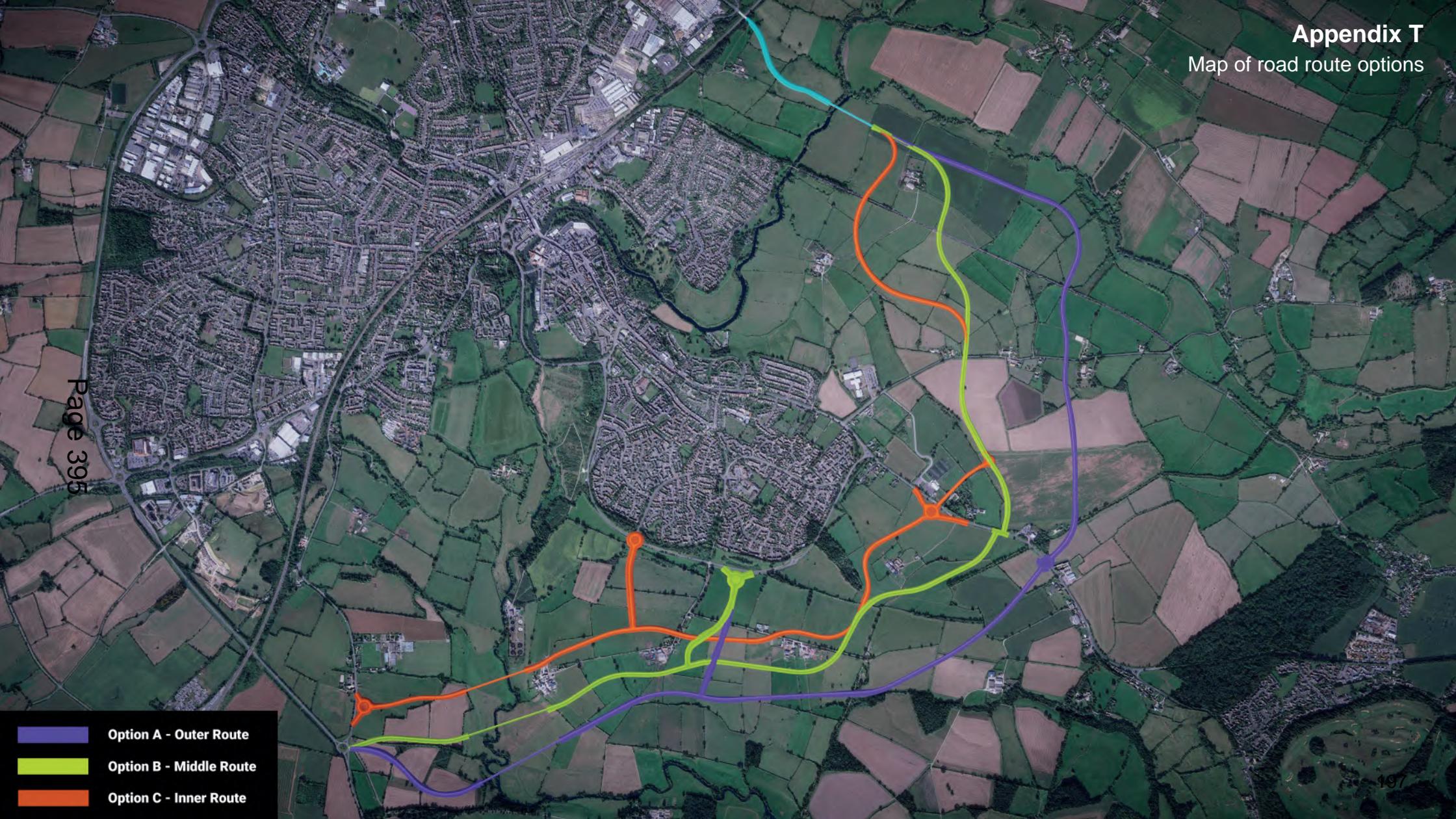
Connecting our communities

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



Future Chippenham

Connecting our communities



Consultation on the

Future Chippenham

distribution and 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



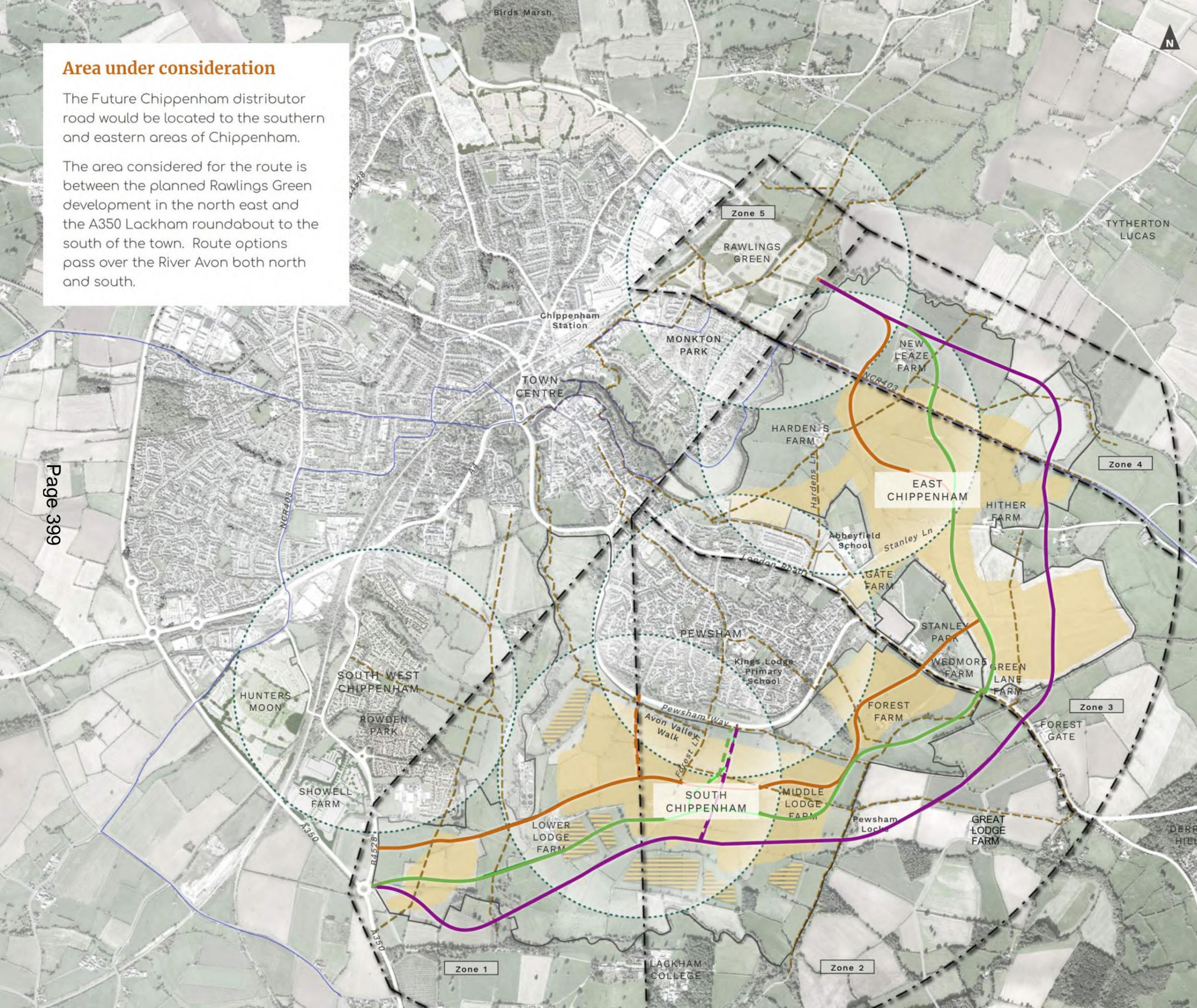
Area under consideration

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.

Page 401

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.

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.



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.

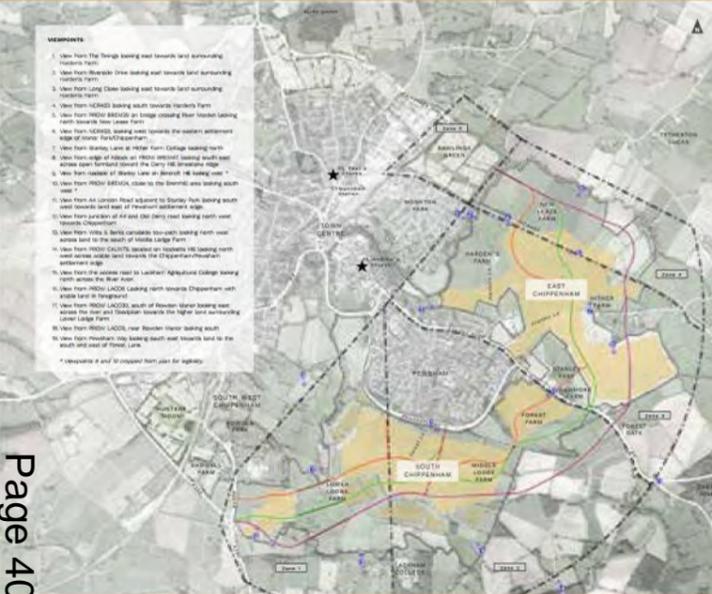
Pewsham link road option 3, connected to the option A distributor road is 0.73km long.

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 will be met by contributions from developers and governed by relevant planning policy.

Landscape character and visual impact



II. Future Chippenham Distributor Road - Options Assessment - Landscape setting and Visual Impact receptors

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



I. Future Chippenham Distributor Road - Options Assessment - Transport 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.

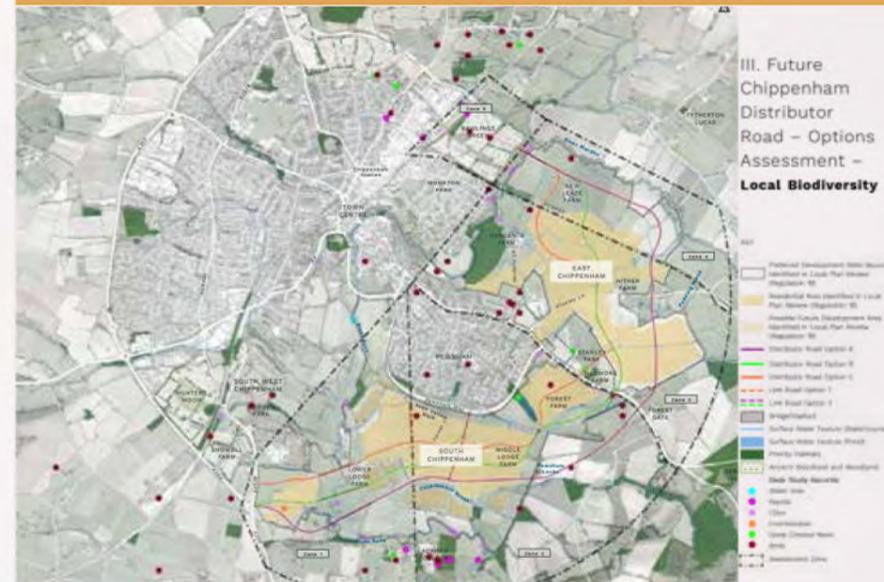
River flood risk



IV. Future Chippenham Distributor Road - Options Assessment - 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



III. Future Chippenham Distributor Road - Options Assessment - Local Biodiversity

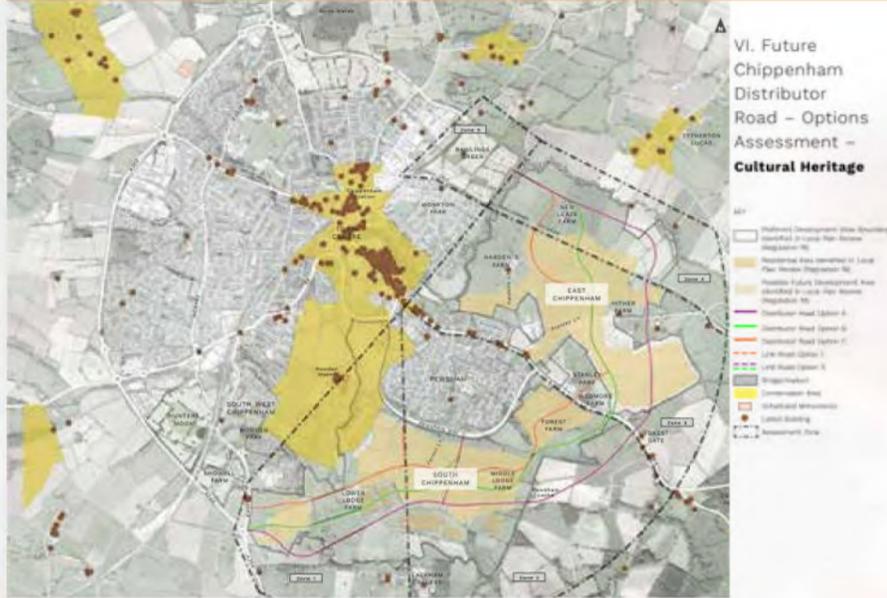
All routes would aim to minimise the impact of a distributor road on local biodiversity where possible.

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.

Cultural heritage



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
- earth mounds to reduce noise or screen the route from housing
- 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

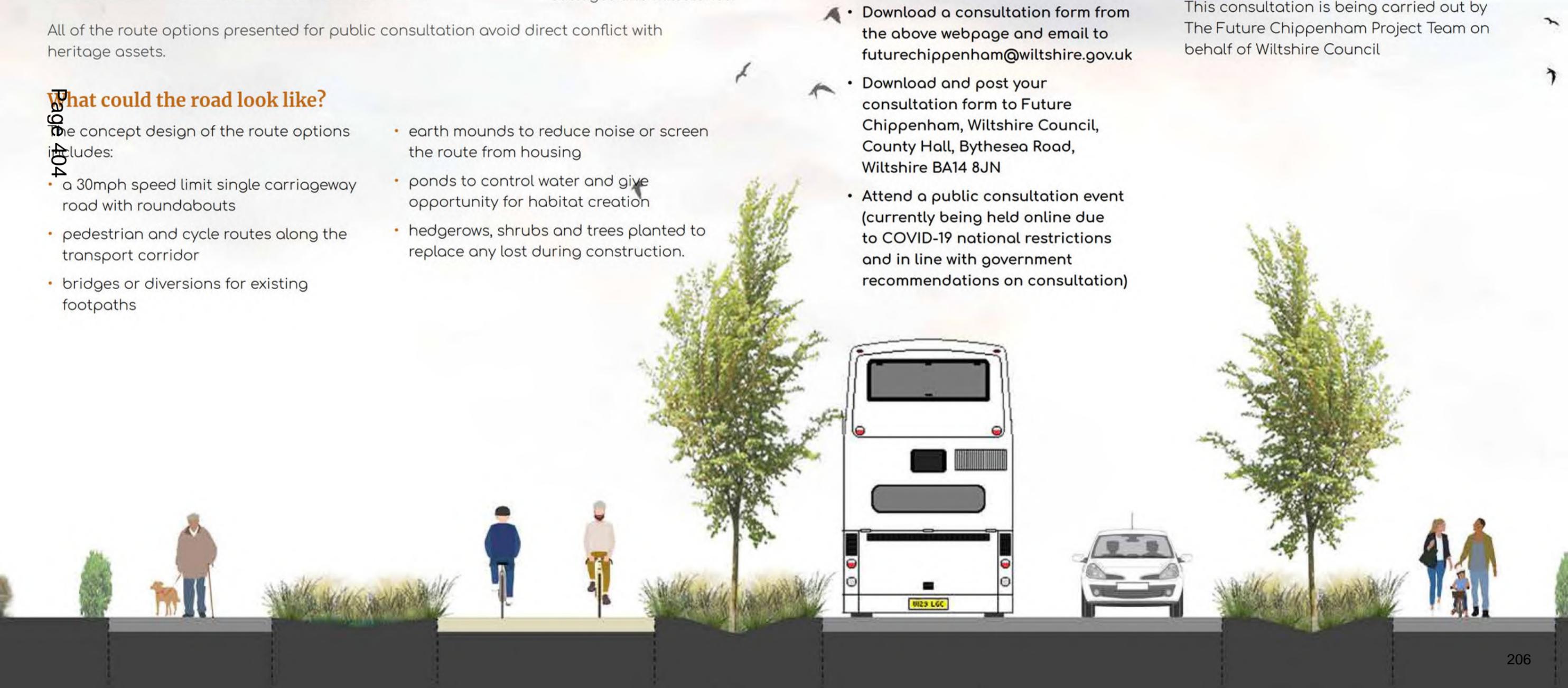
Please visit www.wiltshire.gov.uk/future-chippenham to reserve your place.

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

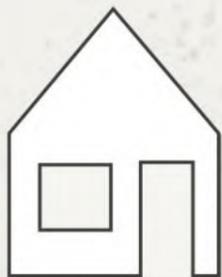


2026

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



Page 406

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

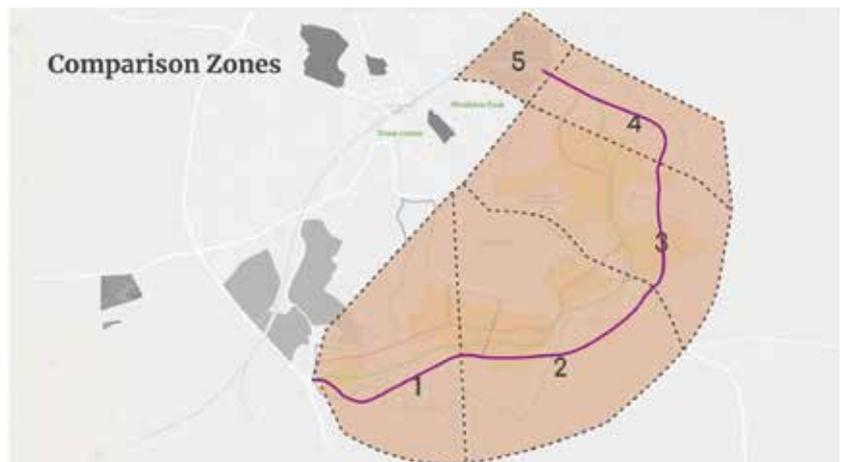
1 = most preferred option; 3 = least preferred option



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.



- 9 Please provide any specific feedback you would like to give about 'Option B - Middle route'.

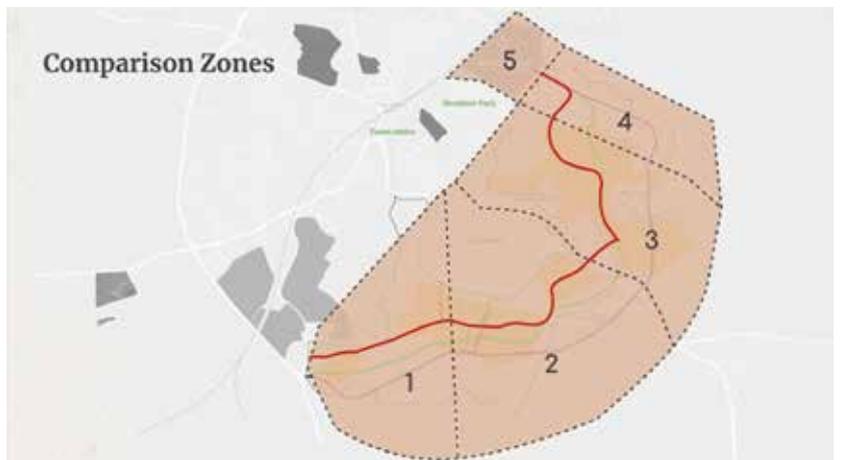
To help us locate any area specific comments, please specify which Comparison Zone (1-5) your comments relate to.



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'.

Page 411

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

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**

Future **Chippenham**

Connecting our communities

Future Chippenham Road Route Options

Consultation Feedback Report

Appendix: W

Page 415
July 2021

Part 1

MSF 8

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution; Preserving and protecting heritage assets; Climate change adaptation/mitigation; Not building the road at all!;

Q6. 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.

I'm sure you're just ignoring any comments against this scheme now you have your 3 options, but there is so much anger and worry for residents in the villages and houses to the east of Chippenham at the moment because you've just left them out of this process altogether. Why did you never consult on whether people actually wanted a road and take that into account before submitting the funding? You're forcing housing into the land you own and building this road first to justify it (in my opinion). There are local plans in place that forbid any building or development on most of the land above the cycle track, yet this apparently means nothing at the moment. Who wants this road apart from the landowners? The local MP is against it, all the parish councils are against it and 3,500 people have indicated already that they are against it (<https://you.38degrees.org.uk/petitions/stop-urban-sprawl-and-destruction-of-wiltshire-countryside>). A question you never thought to ask people (11 positive responses at the poorly organised events in 2019 is not a proper consultation...you had already submitted the application for funding). Please please re-consider (or significantly scale this back) or you'll turn Chippenham into another Swindon and ruining surrounding countryside for ever.

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route; Option B - Middle route; Option A - Outer route ;

Q8. 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.

This (2,3 and 4) is so far out of Chippenham into the beautiful countryside it's almost hard to believe you're proposing it. You say yourself it's the most visually prominent. It also goes closest to conservation areas, other villages and heritage assets. This would create a ring road, something you've been very keen to say this road would absolutely not be in the past, yet you use the term in your PDF now.

Q9. 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.

Q10. 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.

The only reason I chose this as first preference is that it's the least bad of 3 bad options...Any option that is as close to Chippenham town centre as possible and away from the (so far) unspoilt countryside surrounding the east of the town is preferable...but no linking road to the east and a significantly scaled-back housing is my preference.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I don't get why you don't just use the first part of Pewsham way as part of the main route? Why build another road when you have one there already. The linking part could break off from Pewsham Way (just to the right of the letter "y" on your map).

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF8 (cont.)

I'm sure this is buried somewhere in one of the longer PDFs, but can you point me to any detail on what will happen when your proposed road crosses Stanley Lane?

I'm sure you're aware that, at the point which the inner and middle routes seem to cross, the road is a small country road and not in brilliant condition. There is a very narrow bridge over pudding brook that can only accommodate one car at a time.

It (and connected roads like Studley Hill a bit further down) certainly wouldn't be suited to any significant increase in traffic.

I've already filled in the two Chippenham local plan consultations and expressed my concern at the scale of growth around Chippenham (especially to the east).

My question was around the concept plans you've shown. It seems to show the proposed link road in the middle route option. Is there a reason for this? (Is it the council's preferred route for example?).

I think a great deal of residents have an issue with running consultation on the road routes before the local plan is agreed, but if public option is clearly for a different route (or no road), won't that make any consultation about the concept plans, etc pointless.
I suppose the inner route isn't that much different, but the outer route would mean a fairly drastic change in how those plans looked surely?

How can I complete your public consultation and indicate that I object to all of the routes you've presented and the project as a whole?

We've watched in horror at the increasing scale and speed these plans are being pushed through with seemingly no regard for, amongst many other things, local opinion and we want you to know we absolutely can't support it.

A great deal of other people locally including MP James Gray, local parish councils and thousands and thousands of others

<https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyou.38degrees.org.uk%2Fpetitions%2Fstop-urban-sprawl-and-destruction-of-wiltshire-countryside&data=04%7C01%7Cfuturechippenhams%40wiltshire.gov.uk%7Caf217d62f43c447c59af08d8bc961028%7C5546e75e3be14813b0ff26651ea2fe19%7C0%7C0%7C637466700124783838%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&reserved=0>

also feel this way and need a way to tell you this and be confident you will listen.

MSF 9

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
no more solar farms plant more tree,s
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
we don.t need this road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
there is no point going to chippenham.has wiltshire council has messed up up regarding it being a market town.can,t wait to move out of chippenham now even that i have lived here here for 30 year.s;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 10

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
I feel this is the best route as it takes away from the development, let the developers join the estates in the middle. The one draw bak of this and the reason I've voted it as a second route is the crossing of the wilts and Berk canal. if this route ran parallel to the canal across the A4 area it would be my preferred route
- Q9. 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.**
A decent route but I don't feel it should be within the development area but as it doesn't cut up the wilts and berks canal it is my favoured route. I still feel an amendment on the outer route would be better. the a4 crossing looks ridiculous, why a staggered junction and not a roundabout?
- Q10. 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.**
It should join with the A350 not a link back in towards patter down, I can see this being the most congested route of the options due to how much would be built outside of it.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Canal road roundabout would be a traffic nightmare
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
The new roundabout should help to spread the traffic better than option 1
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF10 (cont.)

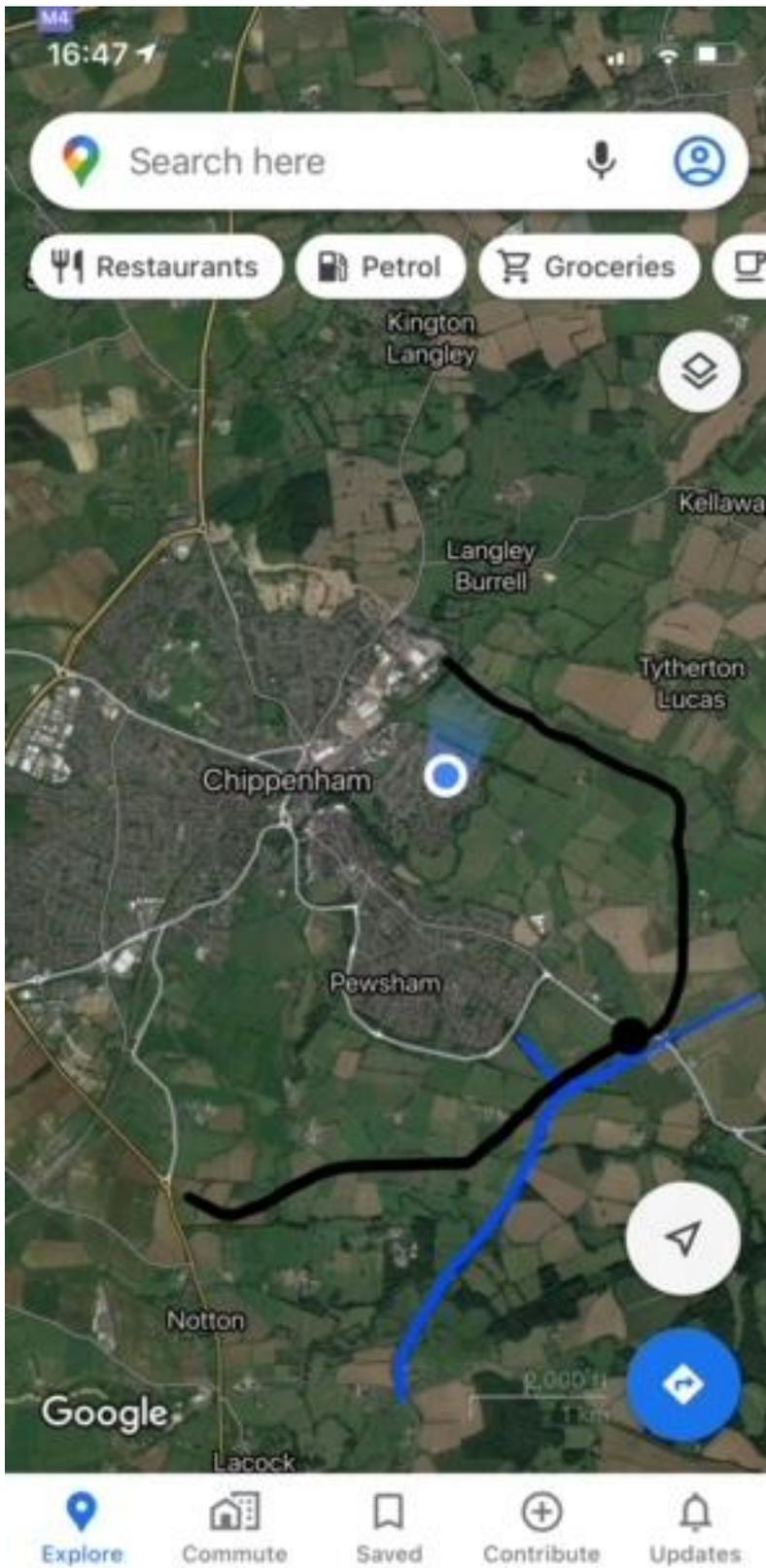
I've already filled out the consultations for both future chippenham and the local plan, I support the growth of Chippenham and as a resident of Monkton park i support the road. I should have probably added this in my consultation reply but after walking most of the route today and studying, to the best of my ability, I can't understand the routes.

The inner route is terrible, the link from pewsham would drop into a valley and wouldn't work for any heavy traffic. The 2 links for the middle and the outer are far better. I assume this has been added as an option with the hope of it never surfacing! I understand the shorter road would allow for the bridge from the roundabout but it just feels like half an idea.

The middle route is largely good but lacking the bypass feel that would benefit the town, let the developers build the link roads for the estate and keep the road more to the outer route. Here's where the outer route fails in my mind, you cross the canal, twice, completely unnecessarily? Why not use the outer route but when it comes close to the canal follow the canal on the chippenham side to the A4, have a roundabout and then again follow the canal until onto the outer route again? Get rid of that stupid staggered junction which will be an issue going forward! That way you have the bypass which benefits the town more than an estate road and you save a lot of money on bridges and save desecrating what is a beautiful stretch of canal. Along with that has any funding been earmarked so the wilts and berks can restore the section north of pewsham locks to the A4 North, which they have leases on or pending? A bridge over the route on the A4 near to the car sales would also mean a large section of the canal could be joined on to what the developers earlier proposed for a route to the area down from Rawlings green and a route to the town centre. There's nothing stopping the restoration and the canal opening with the route from the town centre to lacock, imagine the tourist appeal that could bring the town and the canal side developments that would allow. Not to mention the green corridor it would create, the cycle ways, the non car transport options you so commonly talk about in your environmental pledges. Let's see you take action whilst allowing the town to boom rather than hiding behind a fake desire and doing nothing about it. Now is the time to prove both can be done.

Attached is a quick sketch up in case my description was unclear, blue is the canal including the branch to the edge of pewsham. Appendix D

Thank you for your time and I look forward to the next stages of planning, let's hope too many Nimbys don't come out of the woodwork!



MSF 11

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
This would be heavily impactful on the landscape and heavily visible.
- Q9. 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.**
This seems the most suitable route in terms of mitigating impact on the overall landscape also without effecting the local residents on which is already a difficult road to (A4) to use. This would slow said road down and easily assist with congestion throughout, while being sympathetic to the surroundings.
- Q10. 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.**
This option would be impactful for both local areas and Stanley Park. To have a road this close to the playing fields would be a waste of that development. To connect such a road to the small minor b road would clearly still result in congestion along the route.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Car;

MSF 12

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution; Easing traffic congestion and improving journey times; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
This seems to be the best for the environment.
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bicycle; On foot; Train;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;Walking;Bicycle;

MSF 13

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
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. You can then renumber 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.
- Q9. 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.**
- Q10. 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.**
It would be better if you can link this route to Lackham Roundabout rather than along the B4528, unless you plan to improve the road between the two points, as this will then become the preferred route for HGVs coming up the A350 from Melksham going to Langley Park / Parsonage Way.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;

MSF 14

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
██████████
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
This route follows a developer led mentality to isolate the road from the development, in doing so it locks the town off from its environment, GI links suffer and access to the countryside suffers for the town's residents. Their route also passes closer to known locations of Great Crested Newt populations.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Lowering car numbers on the existing Pewsham ring road should allow a much better crossing out into the countryside beyond but any link must act as an arterial cycle/walk route bringing people into the centre through pewsham on car free routes right to the centre of town and the station

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;Train;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
I live there;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 15

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
Not wanted, not needed, not sustainable
- Q9. 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.**
Not wanted, not needed, not sustainable
- Q10. 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.**
Not wanted, not needed, not sustainable
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not wanted, not needed, not sustainable
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not wanted, not needed, not sustainable
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 16

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Far enough out not to be too noisy for existing houses and far enough away from abby field school. Seems like this option follows the natural landscape and is further away from farms.
- Q9. 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.**
This option doesn't seem to follow natural ridge ways as option a however still seems to be a good distance from existing houses which is good
- Q10. 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.**
This is an awful option. I am completely against this. Its too close to hardens farm and the walk ways around it, it destroys natural beauty and habitat. I don't know how this option is even an option and should be taken off the table completely. all options will destroy at least 8 farms!!! I hope that they will be redistributed and given other land if the UK is to be food sustainable and self sufficient. Option c the inner route is too close to natural beauty surrounding hardens farm and goes to near to the pond. This route shouldn't even be an option
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Too close to the wood and needs a bridge. Option c and option 1 shouldn't even be an option. Completely against this.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

This option is the better out of the two. Further from the wood. As I am against option c this is the only option for the link road

Q14. How do you travel to/from Chippenham town centre?

Bus;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;Walking;

MSF 17

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;

MSF 18

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Zone 2 and 3 the road will cause noise pollution, be a blot on the landscape and destroy beautiful countryside. The road will encourage more traffic with accompanying air pollution and all associated implications for climate change.
- Q9. 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.**
- Q10. 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.**
Most preferred route- least impact on countryside.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
This would ruin the peaceful walk along the newly renovated canal with noise and views affected.
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Taxi;

MSF 19

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Preserving and protecting heritage assets;
- Q6. 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.**
The solution should provide for minimal impact and absorption of agricultural land whilst achieving the objective of easing traffic congestion
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Unnecessary length of overall road through Zones 1-4 and scale of bridge construction in Zone 1. Splitting of Lackham college land in Zone 1 is undesirable. Adverse visual and physical impact on the Wilts and Berks canal line in Zone 2 and 3. This option totally destroys the rural solitude of the well used canal towpath.
- Q9. 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.**
Scale of bridge construction in Zone 1. Adverse impact on Wilts and Berks canal line in Zone 2 with destruction of the rural aspect of the canal towpath.
- Q10. 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.**
This proposal has the most minimal impact on the rural environment in all Zones whilst still achieving the objectives of the proposal
- Q11. Please rank the potential Pewsham link road options into order of preference.**

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

This option provides the best access to the existing highway and eliminates the need for a further roundabout which would create additional pollution through stop start traffic.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 20

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not have the inner route beside Spires View and Stanley park because it interferes with my property;
- Q6. 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.**
We live at Spires View and already have high traffic noise and pollution. We also have increased flooding of our garden since Stanley Park has opened. This would seriously ruin our family lives.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Feel like this would have less impact on existing properties
- Q9. 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.**
Better than C
- Q10. 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.**
Too many issues with increased flooding to properties already affected by Stanley Park (Spires View) which is a victim to frequent flooding due to the drainage pass on from the sports ground. There are also Great crested Newts all over the area which will continue to cause issues as they are located. Lots of properties going to be adversely affected on this option.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Schools, shopping ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;
-

MSF20 (cont.)

I live at ■ Spires View, Pewsham. My property is in the firing line for the proposed inner route of the new road. I own the drive from the A4 to the three properties at Spires View which is beside Stanley Park (which don't really get a mention on the various documents) I have several concerns about this route:

1. Flooding of my property. Ever since Stanley Park was built we have increased flooding - several times each year. This has been caused by the superb drainage they have put in which shifts the saturation to us. The road would worsen this - please consider that we are all on septic tanks here which struggle with the flooding too.

Also consider that the proposed area of Stanley parks by the A4 is a drainage area and for most of the year is unusable because of the high water table.

2. The problems of access caused by the proposed roundabout for the Spires View Properties.

3. The increase in road noise and pollution to the established properties at Spires View. We have all moved here with the knowledge of the A4 but the inner route plan would put the noise and pollution within a few meters of our actual houses - where as presently we are set back from the A4.

4. We have had no direct communication from Wiltshire council.

I have watched the video, attended the Teams meeting and read through the bump on the website

Interestingly, I am not against the road and progress totally - I just think squeezing it in on the inner route affects more existing housing and will be essentially unfair to existing residents

As residents and homeowners of Spires View next to Stanley park we would appreciate more details about the impact of Option C on us. We already have increased flooding every year caused by Stanley park. We would also have increased noise and traffic pollution from Option C. No one has spoken to us directly.

MSF 21

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Reducing air/noise pollution;
- Q6. 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.**
I would like to know why a road is needed? Why do we need to speed everything up at the expense of the environment, habitats, plants and animals, why so we always have to try and make everything bigger, faster and apparently 'better' why can't we be satisfied with what we have. This type of human behaviour will ultimately bring about our ending. There are so many under utilised industrial areas in chippenham, the site opposite sainsburys for example. Always office space to let? Derelict and empty housing all of this needs sorting and using properly before this is considered as essential.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I can't believe the amount of greenbelt land this fragments. Has habitat fragmentation been considered at all? Runs very close to Lackhams only remaining peice of ancient woodland (plucking grove wood) a North facing woodland right next to the Avon.
- Q9. 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.**
Runs through alot of council owned farmland. At least its council owned and not being basically stolen from a private land owner.
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not needed
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not needed
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Occasional shopping ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 22

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Because of the distance between the town and the outer route it will enable the town to expand for the foreseeable future with the major infrastructure already in place.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
shopping;

- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 23

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; To stop urban sprawl; to stop creation of a Chippenham-Swindon city; to stop destruction of the Avon valley; to stop destruction of landscape & heritage; to stop inevitable traffic increase & urbanisation from 7500 new houses .;
- Q6. 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.**
The ring road is a whitewash for major urbanisation of this part of N.■■■■ and eventual creation of a Swindon type city/unitary area.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
It will destroy the Avon Valley and the character of all the villages nearby. It will create more traffic via infilling of a larger area. It is a big step towards urbanisation of the whole area between Calne & Chippenham.
- Q9. 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.**
This is hardly any better but reduces the destruction and increase in pollution and urbanisation.
- Q10. 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.**
The lesser of 3 evils for obvious reasons. Still environmentally criminal but less so.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
They are both awful.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Again awful.
- Q14. How do you travel to/from Chippenham town centre?**
Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
To get out of the house. Enjoy a scenic bus ride for mental health. Essential supplies.
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;

MSF 24

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Reducing air/noise pollution; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Preserving and protecting heritage assets;
- Q6. 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.**
Future development of the City, particularly on the East side as nowadays it is disproportionately developed on the west side
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
for me this is the best route considering the future development of the East side of Chippenham. However lacks a bit of connection to the existing areas/roads
- Q9. 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.**
for me this is the best options as it balances all aspects of future developments, ability to connect other existing roads, particularly to existing roundabouts which will help to traffic flow. The main issue I have noticed on this road is the intersection between zone 2 and 3. That should be a roundabout and not an inserction, otherwise traffic congestion will be a future problem here.
- Q10. 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.**
One of the main issues of this route is that it does not start on the Lackham roundabout, therefore becoming a point of major traffic congestion between Lackham roundabout and the new roundabout being built on the beginning of this route. This inner route lacks vision for future development of the city and in some places is pretty much a parallel road to the existing ones, therefore being a bit redundant. For me this

is the least viable option. Furthermore the link road to Pewsham, makes more sense on the option A and B.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I think this option is not central enough on the Pewsham area in order to distribute traffic not only from Pewsham itself, but also from people that come from the Eastern areas of the city

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Because of what I said above, I think this is a more viable option. However instead of a intersection connecting the link road to the route being constructed, whichever option is chosen, it must be a roundabout. Otherwise, this will be for sure a major point of traffic and the council will have problems in the future if this is not addressed now.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 25

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
Zones 3, 4 and 5. I think the route will have a detrimental effect on the environment and doesn't need to proceed beyond the A4.
- Q9. 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.**
Zones 3, 4 and 5. I think the route will have a detrimental effect on the environment and doesn't need to proceed beyond the A4.
- Q10. 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.**
Zones 3, 4 and 5. I think the route will have a detrimental effect on the environment and doesn't need to proceed beyond the A4.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 26

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Zone 2 and 3 are ridiculously close to lackham and the surrounding area. Having this would destroy natural surroundings.
- Q9. 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.**
Zone 1 coming off the lackham roundabout would cause more congestion in an already sometimes congested area.
- Q10. 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.**
2 is better because it's Futher away from lackham area preventing destruction of greater areas of land. Closer to Chippenham aswell
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bus;Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Car;

MSF 27

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
It's the furthest away from the town, it doesn't cross the pond with great crested newts in. It's the least impactful option
- Q9. 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.**
- Q10. 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.**
Would destroy the pond for great crested newts, would impact on people's ability to walk in that area which is incredibly popular, it's too close to current houses, too close to farms, just a crazy option the cycle lane and road to rawlings farm was really busy today with ramblers and general public exercising.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 28

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
I don't think that this is an essential road improvement there is no traffic congestion on this side of Chippenham and it has huge potential to destroy the local area by focusing on housing over the need of green spaces. There is no need for this new development
- Q9. 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.**
Same as above
- Q10. 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.**
Same as above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 29

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution; Easing traffic congestion and improving journey times; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1 ;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 30

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; There is no case at all for this road.;
- Q6. 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.**
Post pandemic many people will be working, shopping etc. from home. Those who have to travel to work locally should cycle, walk or use green public transport. We also have a climate emergency and globally the birth rate is plummeting, so we won't need to build houses on all this farmland. The money squandered on constructing this unnecessary road and destruction of countryside, should be spent on green initiatives.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
All routes are an environmental disaster opening up large swathes of good quality agricultural to be developed. This route opens up a little less.
- Q9. 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.**
As above but with even more potential to destroy countryside.
- Q10. 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.**
As above. All planned routes are horrendous. There is no case for this road at all.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Again, both are hugely destructive and wholly unnecessary.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
As above,
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Occasionally to shop when no pandemic. Mostly shop on line now.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 31

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
No
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;It should not be automatically accepted that any of these options are required or are acceptable in my view. The world has changed and this type of project needs to be reviewed for financial and environmental reasons. ;
- Q6. 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.**
In my view, due to the rapidly changing world post Covid and the environmental disasters we are facing, the need for this type of development has evaporated. It is part of the financial assumptions that later development will finance up front publicly funded building of roads like this one. In this case that would most likely mean massive housing development, plus limited infrastructure to support it. We must stop thinking it is acceptable to build over good quality agricultural land which is required for growing and rearing food for this country's population. Brown field sites and redundant office blocks etc. should always be prioritised before agricultural land. The world has changed; the funding allocated for this project (assuming of course its still going to available) should be spent on more worthwhile projects.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
None of these routes are acceptable or even required. They irrevocably damage farmland wild habitats and ecology. This particular route is the furthest out from the current urban boundary and would only lead to potentially more unnecessary development to justify it's construction.

- Q9. 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.**
None of these routes are acceptable or even required. They irrevocably damage farmland wild habitats and ecology. This particular route is still way out from the current urban boundary and would only potentially lead to more unnecessary development.
- Q10. 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.**
None of these routes are acceptable or even required. They irrevocably damage farmland wild habitats and ecology. Whilst this particular route is the least farthest out from the current urban boundary it would still potentially lead to more unnecessary development.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
see reply to 8 above.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
see reply to 10 above.
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Mainly for shopping (otherwise done online) ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 32

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
This would be my preferred route, however if as your plans show there will be lots more housing then the middle route makes more sense as it provides better access for the new housing.
- Q9. 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.**
This seems like the best option, as it is not too close to the river or other current housing but links to the proposed new housing
- Q10. 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.**
To close to other routes not sure it will help as much with congestion and it is closer to current housing.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 33

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
You're not ruining farmers lives
- Q9. 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.**
- Q10. 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.**
Shouldn't even be an option.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bus;

MSF 34

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
I do not agree with the plan for a relief road. There needs to be investment in public transport and cycle and walking routes. The pandemic has shown we need to value our natural spaces more. To meet the climate change commitments we need less cars on the roads even electric cars and reduce short journeys by car. I don't believe any of the options should be built
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Don't build it
- Q9. 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.**
Don't build it
- Q10. 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.**
Don't build it
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not needed as relief road not needed

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not needed
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 35

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Very concerned about the noise pollution and visual impact on the conservation area in zone 4, including the Marden Valley and Tytherton Lucas. The outer route is the most detrimental to this.
- Q9. 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.**
Quite concerned about the noise pollution and visual impact on the conservation area in zone 4. The middle route still impacts quite a lot of the Marden Valley and Tytherton Lucas.
- Q10. 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.**
The inner route has the least impact, both visually and from a noise pollution perspective, on the Marden Valley and Tytherton Lucas.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Probably works best with Inner route.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 36

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;Future proofing;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I feel that whilst this appears to cover a wider area it does future proof the system more than the other options
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I am concerned about the impact on Mortimers Wood
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 37

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Climate change adaptation/mitigation;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
In Derry Hill the traffic noise is bad already, a fast bypass will only add to this.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
Too wide encompassing too much countryside, too close to the canal and the wildlife there, giving builders more infill.
- Q9. 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.**
Still a bit to wide but better than A
- Q10. 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.**
Just about the right balance, enough to get WC houses ticked off and not to much green space gone.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
None
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
None

- Q14. How do you travel to/from Chippenham town centre?**
Bus;Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bicycle;

MSF 38

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
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;
- Q6. 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.**
Access to housing is crucial in retaining the next generation
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Unnecessary length causing additional impact on surroundings with no additional benefit
- Q9. 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.**
Wider than required, Zone 1 is favorable due to connection with A350 not a B-road.
- Q10. 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.**
Best overall. Agree with best fit route shown!!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Expensive
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Cheapest

- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Bus;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 39

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Easing traffic congestion and improving journey times;Reducing air/noise pollution;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
This route appears to optimise / balance the various pros & cons of the distributor roads optios
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Retail;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;

MSF 40

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
The route is so vast more land will be used for housing, a smaller route will minimise green space being turned into housing.
- Q9. 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.**
Though it still has a sider sprawl than the inner route it impacts less on current infrastructure such as football club.
- Q10. 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.**
Has less land being turned into urban development, but has impacts on current infrastructure
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Seems more effective to join to existing road network, pewsham already has many roundabouts.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Pewsham doesn't need more roundabouts.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;

MSF 41

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
All are important but encourage people to cycle and walk around the town/location By providing attractive and functional routes. Ease congestion in the central area. Provide a link from the North to the A4. Link in Monkton Park to overcome the Station Hill congestion.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
Concerned about the visual impact. Good urban link roads will need to be provided as developments progress.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
prefer the route and avoids building bridge across a valley

- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 42

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
reducing long range A4 traffic through town when travelling to further destinations, eg Calne or Corsham/Bath;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This would be the easiest option for further future expansion to teh South and East
- Q9. 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.**
- Q10. 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.**
Rather pointless, as Pewsham Way already provides most of this. A simple link from the A4 to Pewsham way is all that is needed.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No preference
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No preference
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Mainly banking, as Corsham has lost ALL of its counter service banking;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 43

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

n/a

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

██████████

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing air/noise pollution;Making Chippenham and sustainable town for workers to stay town based and avoid commuting outwards;

Q6. 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.

We need a plan that will bring sustainable change into the long term, not a plan that will be overwhelmed within a few years. Taking traffic off the A420 is vital. Not just from a transport perspective. The A420, from Bumpers Farm to the Folly Roundabout, is becoming increasingly residential with more individual households using it to leave the developments such as Bythebrook, Willowbank and now Middlefield, then travel into Chippenham and beyond. There are two high schools that are also driven to by parents and student transport - this already creates a large amount of traffic and road noise. Further increases in traffic will make the route even more congested.

In addition, there is a large amount of pedestrian traffic, many who are children in the morning and evening, using the footpaths on the A420 with no crossings at all requiring residents and children to dash across the road. Cars do not stop at the traffic islands as drivers see this is a 'fast' route from the dual carriageway to town. The footpaths are not wide enough for the existing foot traffic, as can be seen by the damage to the grass verges where pedestrians are forced to walk on to pass others or to step into the road. Add to this the lack of cycle ways. Overall, the A420 road, the 1-way system it leads to, footpaths and cycle ways are woefully inadequate for current use, let alone an increase.

Q7. Please rank the three potential road route options into order of preference.

Option A - Outer route ;Option B - Middle route;Option C - Inner route;

- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 44

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Not applicable.
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing air/noise pollution;Ideally all of the above, but the first four are 'more' important!;
- Q6. 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.**
The government grant offers the opportunity to massively improve the transport infrastructure of Chippenham, while preparing the surrounding area for the inevitable growth. The routing of the future 'by-pass' will by necessity be a compromise, but the major considerations must surely be the practical ones.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
Zone 1. Good to start from an existing roundabout, but much longer bridge required.
Zone 2. First crossing of Wilts & Berks Canal means additional cost and poor visual aspect.
Zone 3. Second crossing of Wilts & Berks Canal means additional cost and poor visual aspect. Seems a very 'wide' routing around the east side.
Zone 4. Long!
Overall, option A would appear to be more akin to an outer by-pass with no immediate relevance to people actually living in Chippenham!
- Q9. 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.**
Zone 1. Good to start from the existing roundabout on the A350, and this routing appears to remove less natural habitat.

Zone 2. The routing would take the road alongside the Wilts & Berks Canal at Pewsham Locks. This would offer good access to the locks, the canal and walks. I also believe that members of the W&BC Trust are interested in forming a small 'lake'

in the area that appears to be constantly flooded to the south of the A4! The routing of option B is also very close to the line of an existing footpath.

Zone 3. This option utilizes a nice 'gap' on the A4, but I consider that a roundabout would be much superior option to the proposed staggered junction. The routing from this position to Rawlings Green would appear to be the most sensible of all three options.

Overall - option B would be my preferred option, but I believe a hybrid option (as mentioned in 10) would be better.

Q10. 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.

Zone 1. The additional cost of a brand new roundabout, already on a 'B', road is not ideal.

Zone 2. The link road option to join at Canal Road roundabout is really dreadful! It would surely be much better to use a similar routing to options A or B.

Zone 3. The whole 'debacle' at the A4, including: the infringing of Stanley Park, passing very close between housing, the required re-housing of protected newts and the addition of a pointless roundabout NE of Stanley park seems chaotic. The large sweep between Harden's Farm and New Leaze Farm can only be because the designer knows something that the public are not privy to!

Overall I believe a 'hybrid' routing would serve the people of Chippenham better.

Zone 1 - option B initially with the road starting at the roundabout, but the routing then towards the bridge option of C.

Zone 2 - option C to the edge of the Wilts & Berks Canal, but then option B to the A4. However, I believe it is essential that the junction on the A4 is a roundabout rather than a staggered junction.

Zone 3 - obviously the initial routing of B, and then either B or A as dependent on the wider housing plan!

Zone 4 would therefore be dependent on the routing through Zone 3.

Q11. Please rank the potential Pewsham link road options into order of preference. Pewsham Link Option 3; Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

A ridiculous option to cross the valley at the Canal Road roundabout! The additional cost would seem a waste of many! During the morning rush hour the traffic often gets backed up to the Canal Road roundabout - especially if the traffic lights are not sequencing correctly at the Bridge Street intersection! Also, there have been numerous reports of a strong smell of gas in this area for many years. As a 'dog walker' who lives in Pewsham I have detected the smell of gas myself.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

More sensible, much less cost and more natural than option 1.

- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;General shopping in town centre.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bicycle;Walking;

MSF 45

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
None of the options are preferable as Chippenham already has huge housing developments under way. If the road is tied up with more housing would rather not have it. Many car journeys cover very small distances for leisure, need to make Chippenham better connected for walking and cycling - make it safer to cycle and discourage car use. Climate change is here - more brave thinking outside the box is needed
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 46

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
There is a major concern about the need for perpetual growth. In Chippenham's case growth for growths sake is not good for the local setting and there are no new jobs being created locally to even justify it. I am not in favour as it is unsustainable and will only be detrimental and create more ecological, pollution, congestion issues and I do not believe the premise it is based on.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
It is too impactful on the external rural setting
- Q9. 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.**
It is less impactful on the external rural setting but still not acceptable
- Q10. 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.**
Growth for growths sake is not acceptable
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 47

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
Priority should be given to protecting the green spaces.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
The route would lead to the loss of green space and natural habitat.
- Q9. 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.**
The route would lead to the loss of green space and natural habitat.
- Q10. 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.**
The route would lead to the loss of green space and natural habitat.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
We don't need a link road.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
We don't need a link road.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 48

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
how does this link in Zone 5 to the Langley Road?
- Q9. 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.**
how does this link in Zone 5 to the Langley Road?
- Q10. 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.**
how does this link in Zone 5 to the Langley Road?

Bad linking not at teh Lackham roundabout

what inpact on the Calne cycle route?
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 49

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Bus;

MSF 50

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Please stop this, you are ruining our child's future for profit. This is not needed. ;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No
- Q9. 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.**
No
- Q10. 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.**
No
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

Please do not build this or the houses;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 51

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation; Preserving and protecting heritage assets; maintaining existing highways;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
I dont wish to see any new road built
- Q9. 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.**
I dont wish to see any new road built
- Q10. 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.**
i don't wish to see any new road built
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I dont want to see any new road built
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I dont wish to see any new road built
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bus; Bicycle; On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;Bus;

MSF 52

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving the countryside surrounding Chippenham; Reducing 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; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
One of the best things about Chippenham and in particular Pewsham is that it is surrounded by countryside. I do not wish to see this destroyed and I am against all of these options and any development which significantly impacts the existing local environment. Acknowledging that this consultation is about selecting the best of the proposed options I will complete it as such, but the Council needs to be clear about how to voice opposition to all of the proposals.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
As a frequent walker of the Wilts & Berks canal path, this would destroy the character and peace of the walk. However it is preferable to Option C since it is further out. Concerns about visibility are misplaced in my view as future housing would be visible from everywhere anyway and would likely obscure the road itself in many places. This road (and all the planned housing development areas) would ruin all the countryside to the south and east of Chippenham. That is far too high a price to pay, and I am completely against it.
- Q9. 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.**
This seems like the most sensible choice given the topography and proximity to future housing areas, although it is a close call with Option A as to which is the least-awful. Again, it would destroy the character of the fields south of Pewsham where I

regularly go walking and see wildlife such as owls, deer, hares and bats - all that would be gone. The peace and quiet which is so beneficial and only a few minutes' walk away would be destroyed. As a Pewsham resident I do not foresee any benefit from this road beyond a few minutes saved on journeys out of Chippenham to the north or south - which I couldn't care less about and is in no way (to anyone) worth the cost of destroying the surrounding landscape. I have never experienced traffic problems in the town centre beyond short periods of slow-moving traffic, and besides, future planning should not be based on encouraging car usage, especially given the number of daily commuters is likely to drop post-covid. The awkward right-left junction (presumably a double roundabout) with the A4 shown on the video would be unnecessary and should be replaced with a simple roundabout.

Q10. 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.

This route would be utterly awful and destroy the character of Pewsham. I cannot imagine a worse proposal. It is far too close and would create a narrow strip of land between two main roads. Why would both be required? I can understand the idea of connecting Pewsham with Lackham roundabout so surely a better idea would be to do that and perhaps widen Pewsham Way through zone 2, with another connecting road from somewhere closer to the existing A4 roundabout to Rawlings Green? Still, that would only be a slight improvement, and I am completely against this proposal (as I am all the proposals).

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3; Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Since Option 1 is linked only with Option C it is certainly the least preferable. It also seems unnecessary to build a bridge at this location when Option 2 does not require one.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

It is better than Option 1 but I would hate to see any of this actually built.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work; For leisure/social engagements; Shops;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 53

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
I think we need to protect our landscape and keep our fields as fields, I do not see how this in the long run is a good thing we already have a relief road which works perfectly well. Which would work better if the council did not grant planning permission for McDonalds and KFC which causes / will cause more traffic build up - this is not for the greater good of the community we do not need new housing - where is the social infrastructure to support additional persons to chippenham.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
How will this work going through Lackham College? do you expect the college to move?? riding rough shot over peoples land/jobs and homes.
- Q9. 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.**
the worst of three evils
- Q10. 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.**
cuts through too many wildlife habitats and walking routes - no one will want to live in chippenham with this monstrous road running around/through the countryside.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 54

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
I think it's important that the needs of pedestrians and cyclists are considered with any of the three route options. Any of the three routes could potentially be fantastic for walking, cycling and running. However my biggest concern is that there will be no pavements included in these plans. I often run along Pewsham Way and Avenue La Fleche which both don't have pavements. This can be intimidating as the traffic can move fast along these roads.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I might be being unrealistic here as I have no idea about how much of an impact on cost this would be - but it would be fantastic if this entire route from the Lackham College roundabout all the way to Rawlings Green had pavements on both sides of the road. This would ensure a safe route for pedestrians including parents with young children.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 55

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing our reliance on fossil fuel based vehicles and in general reducing vehicle usage;

Q6. 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.

I would like to understand how this proposal intends to lead to a sustainable zero carbon future. We need to be reducing this level of destructive development. We need to make the roads we have work by reducing the number of road users, not building more. Any new housing needs to focus on delivering public transport so fewer cars are required.

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route; Option B - Middle route; Option A - Outer route ;

Q8. 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.

You are basically surrounding an area one assumes you consider will then be available for development. Therefore this should be reduced.

The question to ask is why do we need it? How are you moving to zero carbon, what are you doing to commit to zero carbon development, retrofit and addressing our emptying town centres, why don't you look at repurposing buildings with the town centre and improving public transport this is poor.

Q9. 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.

It seems to have some more crucial impact on visual and environmental aspects.

The question to ask is why do we need it? How are you moving to zero carbon, what are you doing to commit to zero carbon development, retrofit and addressing our emptying town centres, why don't you look at repurposing buildings with the town centre and improving public transport this is poor.

Q10. 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.

A smaller/shorter route.

The question to ask is why do we need it? How are you moving to zero carbon, what are you doing to commit to zero carbon development, retrofit and addressing our emptying town centres, why don't you look at repurposing buildings with the town centre and improving public transport this is poor.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

The question to ask is why do we need it? How are you moving to zero carbon, what are you doing to commit to zero carbon development, retrofit and addressing our emptying town centres, why don't you look at repurposing buildings with the town centre and improving public transport this is poor.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

The question to ask is why do we need it? How are you moving to zero carbon, what are you doing to commit to zero carbon development, retrofit and addressing our emptying town centres, why don't you look at repurposing buildings with the town centre and improving public transport this is poor.

Q14. How do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q15. Why do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;

MSF 56

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Easing traffic congestion and improving journey times; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
Providing an effective route which does not result in traffic being routed through newly built-up areas. Which would ultimately increase noise-pollution, air pollution and become a safety hazard to the newly developed areas. All of the options appear to result in this by routing the road through the middle of development areas and not around them.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Zone 1 - I support the route joining the Lackham/A350 roundabout. Provides a strong link and avoids unnecessary junctions.
Zone 2 - I strongly support link road 3.
Zone 3 - this route is advantageous as it avoids impacting Stanley park
Zone 4 - I strongly support the route avoiding going through the middle of the housing development area
Zone 5 - I strongly disagree with the route going through the middle of the development area. (traffic = safety issues, barrier to walking/cycling, noise and pollution).
- Q9. 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.**
Zone 1 - I support the route joining the Lackham/A350 roundabout. Provides a strong link and avoids unnecessary junctions.

Zone 2 - I strongly support link road 3, however this route is closer to the development area which will have a greater negative impact on the housing development.

Zone 3 - I do not support this route as it is close to Stanley park and therefore will negatively impact the green space.

Zone 4 - I strongly disagree with the route going through the middle of the development area.

Zone 5 - I strongly disagree with the route going through the middle of the development area (traffic = safety issues, barrier to walking/cycling, noise and pollution).

Q10. 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.

I strongly disagree with this route - as it tracks too close to Chippenham, resulting in bad connections to the A350 (not connected to the roundabout).

Furthermore the entire route goes through the middle of the development areas. This will bring traffic to the areas where people are walking and living (rather than bypassing those areas). A busy road will divide the communities and presents a safety risk to pedestrians, children playing and cyclists. As well as the resulting in traffic pollution (noise and air pollution).

I fundamentally disagree with route Option C. It is clearly the worst route.

Please don't pander to the 'cheapest is best' approach to development. This will negatively impact the town and be a blight on the area compared to the other routes.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Shortest route, therefore advantageous.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;On foot;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 57

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing 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;
- Q6. 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.**
Local residents who the proximity of the road effects their house value,views,noise and pollution
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Zone 3 surrounded by residential area identified in document future Chippenham document.

Our house value and the impact to the local environment including pollution. More houses means more vehicles and people in and around our property. We have also have concerns about flooding. No searches when we purchased the property found any of the plans that you are proposing. We would not of purchased the property had we known.

- Q9. 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.**
Zone 3 road proposal runs across the field behind our property. Zone 3 surrounded by residential area identified in document future Chippenham document.
- House price will be affected,view will be affected. Potential identified residential area surrounds our property. Pollution and wild life will be massively effected and our quality of life. We did not move here to be surrounded by houses and have a road running across the view from the back of the property. No searches when we purchased the property found any of the plans that you are proposing. We would not of purchased the property had we known. Flooding is a concern as well.

Q10. 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.

Zone 3 road proposal runs down the side of property. Very concerned are property will forced to be sold to accomadate the road.

House price will be affected,view will be affected. Potential identified residential area surrounds our property. Pollution and wild life will be massively effected and our quality of life. We did not move here to be surrounded by houses and have a road running-down the side of the property.No searches when we purchased the property found any of the plans that you are proposing. We would not of purchased the property had we known. Flooding is a concern as well.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 1;Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.
Do not approve

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.
Do not approve

Q14. How do you travel to/from Chippenham town centre?
Car;

Q15. Why do you travel to/from Chippenham town centre?
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF57 (cont.)

My one of my many many questions as a resident/homeowner living at Spires View (if your not familiar to where this is we are located as Stanley Park sports grounds closest neighbours ...) is why as a property owner who is going to be greatly affected to all three options but mainly by option C have never been consulted by our council out of common courtesy prior to it becoming public I not only speak for myself but also for my fellow two neighbours.....

If you choose not to answer my question live on this webinar todayI would appreciate some form of personal contact from a member of the Future Chippenham team in respect of our concerns and our future....

I await your reply

MSF 58

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1 ;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 59

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
To close to stanly park sports ground
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 60

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
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;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Section 1 use of the lackham roundabout is good, however the right hand turn seems to be worse than route B's route in section 1. I would prefer section 1 and 2 of B with the rest of the sections following option A
- Q9. 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.**
I like section ones start on lackham roundabout. I dislike section 3's road crossing. On the video it looks like a staggered crossroads, which I would prefer to be a roundabout if possible.
- Q10. 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.**
Section 1 is, In my opinion, not started in a great place as I would prefer the lackham roundabout to be used for the start of the route instead of a new roundabout. I am also not enthused about section 3 as I believe a roundabout equivalent to a 90 degree turn is not a good option just after the sports park and I would prefer a turn instead.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Existing roundabout use is good. However roundabout may want to be expanded as current roundabout is a bit on the small side for the current road and speed.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not overley keen on another roundabout on the pewsham road as the current road is already annoying due to the speed limit and roundabout combo making it so you have to accelerate and decelerate often. A road design or speed change would probably be a good idea if implimented
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
shopping and services;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 61

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;Food shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 62

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Over 66 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

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; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;

Q6. 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.

Reference the objective 'to reduce congestion in the town centre' – I'm not sure that there is congestion currently, but there will be with another 75,000 houses. The main problem is the knock-on effect of 'not enough parking' leading to 'nobody shopping' leading to 'closure of shops' leading to 'no reason to go to Chippenham'.

Yes, people will want to go to Chippenham if it has shop and looks like the pretty pictures in your brochure. But please 'put your money where your vision is'.

1. I accept that it is inevitable that money will be spent on a major road scheme such as this, and that 75,000 houses will be built on this green and pleasant land; I accept that it is inevitable that there will be lasting damage to the environment. However, I strongly urge the Council to work with developers and all involved to spend SIGNIFICANT amounts of money on remediation work: commit resources to provide footpaths, cycle paths, Park & Ride facilities and bus lanes / bus routes; commit resources to protect large areas of open land, woodland, green spaces, wildlife habitats and play areas. Do not simply 'put in a ring road' but plan for the future and understand how people in those 75,000 houses will live, where they will work, when and where they will drive to and from work, and drive to and from school, and drive to and from shops. And commit money to support any 'green initiative' into the foreseeable future: do not simply say 'we have left x acres of open land' but say 'we will pay for somebody to ensure that those animal and plant habitats are protected, supported and enhanced forever. And that includes a 'green avenue' on both sides of the Distributor Road, to be used by humans and by wildlife, and managed by funded 'rangers' or wardens.
2. The Council – and the developers – need to deliver on the stated Overarching Priority No 3: Tackling the causes and effects of climate change.

3. It is difficult to understand how this programme will deliver the stated 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.

Please demonstrate that these are not just bland statements and convince me that money and human resources will be committed to the issue.

4. Please note that any planning needs to take into account not just the impact on Chippenham but the impact on the wider North Wilts area, especially within the Chippenham – Lyneham – Calne triangle. There will almost certainly be an increase in traffic both ways between M4 J17 and Calne / Devizes (and beyond). This needs to be taken into account in any planning.
5. I am not sure what the Council can do about reducing noise / air pollution when delivering this Road. Please explain
6. If 'preserving and protecting heritage assets' includes 'preserving and protecting and enhancing the Wilts/Berks Canal', then please assume that I have ticked that box as well.

Q7. Please rank the three potential road route options into order of preference.

Option A - Outer route ;Option B - Middle route;Option C - Inner route;

Q8. 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.

I accept that this Distributor Road is necessary, and I accept that 75,000 houses will be built. If that is the case, then it is pointless to opt for either B or C; the Distributor Road has to go as far outside the houses as possible to make sense.

I accept that '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.'

Therefore please note my comments at Q6 (above): please commit to spending significant amounts of money on mitigation. Do not just say 'where possible' but put your money into delivering on Overarching Priority No3 and the stated Environmental Objectives.

a. Comparison Zone (1)

No comments on the route.

I suggest that, as part of the commitment to delivering on Overarching Priority No3 and the stated Environmental Objectives, the entire Distributor Road should be side enough to include both a cycle lane and a footpath (perhaps separated from the road by a hedgerow). These could be part of a demonstrable commitment by Chippenham to create a 'Green Ring Road' around the town to attract long-distance walkers and cyclists.

As stated in the video, the route crosses two footpaths; please confirm whether footbridges will be built over the road to enable pedestrians to carry on using these footpaths. If not, what is the solution? The 'Ring Road' footpath should connect with these two footpaths.

b. Comparison Zone (2)

No comments on the route.

As stated in the video, the route bridges the Canal; there is a designated Cycle Route along the canal. The 'Ring Road' footpath and cycle path should connect with this Cycle Route, and with the east-west footpath from Middle Lodge Farm to the A4 (and Derry Hill).

I suggest that there should be at least two Park & Ride facilities adjacent to the Distributor Road. These should be 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 75,000 houses, to Chippenham Centre and the Railway Station (and return).

The junction of the A4 and A342 is a major accident blackspot. Adding the roundabout to connect the Distributor 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. Please confirm that this will be addressed.

Will the planning take into account the huge increase in traffic that is likely as traffic – and especially HVGs – begin to use this route for travelling (both ways) between J17 and Calne, Marlborough, Devizes, etc?

c. Comparison Zone (3)

No comments on the route.

As stated in the video, the route bridges the Canal again close to Green Lane Farm; can Distributor Road 'green funds' be used to extend the Cycle Route / footpath along this stretch of the canal. The 'Ring Road' footpath and cycle path should connect with the Canal Towpath here (and with a future Cycle Route, delivered as part of the Council's Green initiative).

As stated in the video, 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'?

d. Comparison Zone (4)

No comments on the route.

As stated in the video, the route crosses National Cycle Route (NCR) 403 / footpath along this stretch of the canal. The 'Ring Road' footpath and cycle path should connect with NCR 403; Distributor Road 'green funds' should be used to improve the Cycle Route / footpath in both directions, and ensure that it is protected from being lost in the middle of 75,000 houses. There should be some sort of green 'buffer' on both sides

Q9. 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.

It looks like I reached a limit in allowable text in Q9. This answer continues my response for the Outer Route.

Zone (4) ctd

There should be some sort of green 'buffer' on both sides of the Distributor Road; do not just plan to build houses and roads alongside it! Please confirm that you will work with the developers to ensure that there is the commitment to the Overarching Priority No3 and the stated Environmental Objectives, and not just a commitment to build 75,000 houses.

As stated in the video, the route parallels the River Marden and crosses two footpaths linking Stanley and Tytherton Lucas with NCR 403. Please confirm whether footbridges will be built over the road to enable pedestrians to carry on using these footpaths. If not, what is the solution? The 'Ring Road' footpath should connect with these two footpaths, and the Ring Road cycle track should connect with NCR 403 from here.

As stated in the video, the route crosses the River Avon before skirting the Rawlings Farm development.

There is no reference to the two footpaths which are then crossed; the one linking Cocklebury (and NCR 403) and Peckingell. Please confirm whether footbridges will be built over the road to enable pedestrians to carry on using these footpaths. If not, what is the solution? The Ring Road footpath should connect with these two footpaths, and the Ring Road cycle track should connect with NCR 403 from here.

e. Comparison Zone (5)

A major criticism is the lack of information about Zone 5, the links to J17, Chippenham.

How will traffic get from 'the improved J17' to the 'Rawlings Farm end of the Distributor Road'? What will those 'improvements' to J17 be, and what will they achieve?

More traffic will undoubtedly use the B4122 and B4069 (or the 'short cut' along Plough Lane through Kington Langley) as a 'rat run' to travel between J17 and Calne, Devizes, etc; what will be done to prevent this?

What will be done to prevent further encroachment into the unspoilt countryside north of Parsonage Way and the Bird's Marsh development?

As previously mentioned, I suggest that there should be at least two Park & Ride facilities adjacent to the Distributor Road. These should be planned for and costed as part of the overall programme.

The ideal place for the northern P&R would be adjacent to the Rawlings Farm development, allowing easy access from the Distributor Road to the Railway Station and town centre (and return) via an improved Cocklebury Road.

Q10. 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.

See above. I have not considered Inner and Middle Options

Q11. Please rank the potential Pewsham link road options into order of preference. Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Inner and Middle Routes not considered
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Only Link for Outer Route
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping and for access to Railway Station / Sports Centre / Family History Centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF62 (cont.)

There are many towns of a comparable size to Chippenham that have Country Parks, or are planning for them as part of future expansion. But a quick glance at the Ordnance Survey map of Chippenham (OS Explorer No 156) shows that there is very little that is shaded green in or around Chippenham; indeed, there is virtually nothing in the 16 square miles to the east and north (that is, east of the B4069 and north of Stanley Lane). Neither Pewsham nor Monkton Park have any significant recreational areas, and something much larger than Cepen Park's Vincients Wood is needed for town the size of Future Chippenham.

As part of the planned 7500 houses, and the plan for a Distributor Road, would the Council consider setting aside a substantial area of land and planting trees for a Country Park? If work was to start in the near future, the Country Park could become a reality by the end of 2030s. An area equivalent to Bird's Marsh (at least 300 acres, or at least 0.5 square miles) would go a long way to demonstrating a commitment to:

a) the Overarching Priority No 3: Tackling the causes and effects of climate change and

b) the stated Environmental Objectives, including

- minimising the impact on the quality of the environment
- through infrastructure-led delivery seek opportunities to reduce the carbon footprint of the road and scheme.

Note also that such a commitment might unlock additional grant funding from other sources

Please can you confirm what processes you have in place to acknowledge receipt of emails such as this, with questions for the webinar and/or comments or questions for the consultation process?

It has been suggested that 'the road will be a low speed distributor road running through housing developments, not a relief road'.

Please can you confirm whether the road is planned as a dual carriageway around the housing or as a single-lane low-speed road running through the housing?

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/from the additional 7500 houses?

Thank you for sending the 'update' to the written 'answers' but I am extremely disappointed with the bulk of the responses from your Team. Please can you tell me what plans you have to facilitate meaningful dialogue with members of the public who would like the opportunity to engage with two-way discussions on the key issues. I find that many of your answers do not provide sufficient information; indeed, it is as if you either do not understand the questions raised, or you are deliberately avoiding the issues.

I would be extremely happy to take part in a full and open discussion, and would hope that your Team would also be willing to do so.

MSF 63

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
No one wants this road - don't put it in
- Q9. 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.**
No one wants this road - don't put it in
- Q10. 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.**
No one wants this road - don't put it in
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No one wants this road - don't put it in
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No one wants this road - don't put it in
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Train station for weekends;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 64

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Protecting and enhancing biodiversity e.g. animal and plant habitats;Reducing air/noise pollution;Climate change adaptation/mitigation;
- Q6. 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.**
We must protect the newts. It is not fair for us to disrupt their habitat when we have other options.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
My concern is it crossing the A4 and inconveniencing drivers there.
- Q9. 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.**
My concern is it crossing the A4 and inconveniencing drivers there.
- Q10. 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.**
My concern is for the newts. We must protect them and choose one of the other options.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 65

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option A - Outer route ;Option B - Middle route;
- Q8. 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.**
How are pedestrians and cyclists going to cross the new roads
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 66

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
This one is better due to it going more around the local farm, cycle paths and fields. I don't see how in the other plans how appropriate it is having such a main busy road will be safe near local cycle paths and so close to farm houses and farmland near crops and animals.
- Q9. 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.**
This route would cut in too much to the much loved cycle path that many use. I know people who travel from ceoen Park North and south to walk along this beautiful cycle path and enjoy the nature it brings. I would also be interested how light pollution will be affected and the how safe a major road will be so close to a cycle path where people of all ages use.
- Q10. 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.**
This cuts far to close the main road on the outskirts of pewsham and is a main concern for road safety. It also destroys the cycle path route that is the main beneficial thing to the people living on Pewsham. I know many people who live on the other side of town near ceoen Park North and south but travel to Pewsham and walk along the cycle path. It will be a horrific thing to build and interfere with it.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Train;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;

MSF 67

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
n/a
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Option A would be my most preferred option, as it minimises the impact on the local countryside but gives better links to the Pewsham and the Derry hill area, in particular I am referring to zones 3-5.
- Q9. 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.**
- Q10. 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.**
This option seems to be the most negative for the local countryside and wildlife habitats, looking at zones 3-5 they are completely cutting through several fields which will obviously have a detrimental impact upon the local wildlife and i imagine would have severe impacts upon the households living in these zones.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Option one has the benefit of opening up links to Pewsham without hopefully severely impacting upon the estate and local area too much. In addition there is an existing roundabout on the Webbington Rd entrance to the estate so that would help with the flow of traffic in that area.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Option 3 looks like it would cause traffic to back up, without some kind of roundabout and road on the other side of that section of Pewsham Way (which would mean another road into the estate and destruction of the public footpath) this would just potentially cause more congestion at that junction.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 68

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;Protecting and enhancing biodiversity e.g. animal and plant habitats;Reducing air/noise pollution;Climate change adaptation/mitigation;The council should consider carefully whether building a road before planning permission for the new rural expansion it is designed to serve has been awarded. Such a lack of business logic, overinvesting at a time of maximum change and maximum risk, is non-sensical.;
- Q6. 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.**
The council should consider carefully whether building a road before planning permission for the new rural expansion has been awarded makes sense. Such a lack of business logic, overinvesting at a time of maximum change and maximum risk, is non-sensical.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This route is not justified by the current planning situation or economic environment.
- Q9. 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.**
This route is not justified by the current planning situation or economic environment.
- Q10. 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.**
This route is not justified by the current planning situation or economic environment.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 69

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
you will unnecessarily destroy land of beauty and farmland and frankly Chippenham neither any more places North and West Wiltshire need any housing hence relief roads, they are linked
- Q9. 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.**
you will unnecessarily destroy land of beauty and farmland and frankly Chippenham neither any more places North and West Wiltshire need any housing hence relief roads, they are linked
- Q10. 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.**
you will unnecessarily destroy land of beauty and farmland and frankly Chippenham neither any more places North and West Wiltshire need any housing hence relief roads, they are linked
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Train;

MSF 70

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 71

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
Any of these road options are going to plough through areas of agriculture, footpaths and cycleways and just create more air pollution for the surrounding countryside. You are planning to develop Chippenham taking in hamlets and villages as you go and it will become a monstrosity like Swindon. You are going to ruin the area. Chippenham has a terrible infrastructure and does not have the facilities for people you have living there now, without putting in more and more houses - its being used to satisfy the housing targets.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
this is awful - it ploughs up and destroys vast areas of farmland and recreation spaces - of which there aren't many in Chippenham. Will be a total blot on the landscape - AWFUL AWFUL. If people want to use the limited facilities in the town centre - it will still be busy - doesn't solve much except an excuse to build more houses
- Q9. 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.**
Nearly as bad as Option A - just destroying the environment and recreation areas
- Q10. 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.**
Still awful - least awful of the 3 - doesn't remove the problem of congestion in the town centre

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Too near the farms - but you are destroying the lives of families who live and work in these farms by building these horrendous roads - what about air pollution levels
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
too near the farms
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
shopping only
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;

MSF 72

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
n/a
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Whether we need a road at all;
- Q6. 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.**
I do not consider that we need a road at all yet. Where is the justification for it and where is local support for the HIF bid? Where is the evidence to show you have considered how work patterns will change in a post-covid world: my daughter works for Good Energy; she does not expect to work from their offices ever again but to work from home.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
7. 8 None of the above. I do not believe that planning permission has yet been granted for house development. So where is the evidence that we need the road along any of these routes?
- Q9. 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.**
where is the evidence that we need the road along any of these routes?
- Q10. 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.**
where is the evidence that we need the road along any of these routes?
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
where is the evidence that we need the road along any of these routes?

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
where is the evidence that we need the road along any of these routes?
- Q14. How do you travel to/from Chippenham town centre?**
Car;Train;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping. Excercise. ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 73

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■
- Q5. 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?**
No road;
- Q6. 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.**
Consultation on the distributor road is predetermines the outcome of the Local Plan and so is premature. The £75million funding for the road is based on the development of 7500 houses in south and east Chippenham but where is the evidence that we need this number of houses. The consultation on the road should not be held until the number of houses and their location is approved.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Wiltshire Council's Future Chippenham project team is rushing through the design and approval of the distributor road, in order to meet the grant timescale conditions, not because we have determined that we need a road. What's more zones 3&4 are located in Bremhill Parish Council, which is not supported by the parish's Neighbourhood Plan. Route option A which follows the river Marden and bisects the central settlement area of Stanley will have the greatest adverse impact on biodiversity, surrounding settlements and will create an urban extension along the cycle track between the river Avon and Stanley. Route options A & B are highly visible from Bremhill Parish, which does not support the road.
- Q9. 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.**
Route options A & B are not supported in Zones 3 & 4. They are highly visible from Bremhill Parish and located in the Marden Valley thereby impacting on the natural habitat.

- Q10. 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.**
Route options A & B are not supported in Zones 3 & 4. They are highly visible from Bremhill Parish and located in the Marden Valley thereby impacting on the natural habitat.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Consultation on the distributor road is predetermines the outcome of the Local Plan and so is premature.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Consultation on the distributor road is predetermines the outcome of the Local Plan and so is premature.
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 74

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation;
- Q6. 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.**
None of the routes options are compatible with my concerns. On top of this I feel that building this road, and 7500 homes would lead to a significant increase in traffic, particularly on the North and South edges where the 2 bypass roads join/split. This of course would cause a significant rise in both air and noise pollution.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work; For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 75

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
None. You shouldn't be doing it.;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
None - don't do it.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
None - don't do it.
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;

MSF 76

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
There is not much to choose between these options. I am generally against road building as it is bad for the environment and our carbon footprint. I want to know why this road is needed, especially since many more people now work from home and for many (me included) that will not change even after Covid. Any roads built should be low speed 30mph and have proper segregated walking and cycling routes, Dutch style. If the council thinks more cars and road building is the solution they are stuck in the 1990s!
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
There is not much to choose between these options. I am generally against road building as it is bad for the environment and our carbon footprint. I want to know why this road is needed, especially since many more people now work from home and for

many (me included) that will not change even after Covid. Any roads built should be low speed 30mph and have proper segregated walking and cycling routes, Dutch style. If the council thinks more cars and road building is the solution they are stuck in the 1990s!

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;On foot;Car;Bus;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Bicycle;Car;

MSF 77

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; Discouraging car journeys and encouraging more sustainable forms of transport, particularly cycling infrastructure ;
- Q6. 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.**
Considering the most important issues the distributor road project should be cancelled and an alternative sustainable transport strategy developed for Chippenham.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Not acceptable for the reasons given in Q5 & Q6
- Q9. 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.**
Not acceptable for the reasons given in Q5 & Q6
- Q10. 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.**
Not acceptable for the reasons given in Q5 & Q6
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not acceptable for the reasons given in Q5 & Q6

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Not acceptable for the reasons given in Q5 & Q6

Q14. How do you travel to/from Chippenham town centre?

Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 78

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Reducing air/noise pollution;
- Q6. 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.**
Living on Park Lane, I know only too well about Chippenham's traffic congestion problem, and particularly the lack of places to cross the railway line. Our road is busy most of the day. A large percentage of the cars that come down our road are going to or coming from the M4. A percentage of them are coming from the east side of town. A railway crossing on the east side of town would hopefully alleviate congestion.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 79

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Climate change adaptation/mitigation; Reducing 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; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 80

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Not creating congestion on existing local routes;
- Q6. 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.**
Concerned about congestion on the existing portion of the London road between avenue Avenue La Fleche and Pewsham Way. This would become the most direct route from a large part of the proposed North Eastern developments to the town centre. This is a residential street and an important route for people walking to and from town and Abby field school. Already the road design leads to people using this route as a shortcut to town, the straightness of the route also leads to very high speeds at non peak times. Will there be measures put in place to manage traffic on this road?
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
Concerned the lack of radial links to Chippenham town. This gives me concerns about congestion on the existing portion of the London road between avenue Avenue La Fleche and Pewsham Way. This would become the most direct route from a large part of the proposed North Eastern developments to the town centre. This is a residential street and an important route for people walking to and from town and Abbeyfield school. Already the road design leads to people using this route as a shortcut to town, the straightness of the route also leads to very high speeds at non peak times. Will there be measures put in place to manage traffic on this road?

Q9. 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.

Concerned about the impact on the existing well used paths to and from Hardens farm, the Chippenham, Calne Cycle way and path alongside the Avon. These routes are extremely popular and busy routes though green space within walking distance of a significant number of the residents of Chippenham. The degradation of these routes and green space surrounding these routes would represent a significant loss of amenity to a very large number of Chippenham residents.

Concerned the lack of radial links to Chippenham town. This gives me concerns about congestion on the existing portion of the London road between Avenue La Fleche and Pewsham Way. This would become the most direct route from a large part of the proposed North Eastern developments to the town centre. This is a residential street and an important route for people walking to and from town and Abbeyfield school. Already the road design leads to people using this route as a shortcut to town, the straightness of the route also leads to very high speeds at non peak times. Will there be measures put in place to manage traffic on this road?

Q10. 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.

Concerned about the impact on the existing well used paths to and from Hardens farm, the Chippenham, Calne Cycle way and path alongside the Avon. These routes are extremely popular and busy routes though green space within walking distance of a significant number of the residents of Chippenham. The degradation of these routes and green space surrounding these routes would represent a significant loss of amenity to a very large number of Chippenham residents.

Concerned the lack of radial links to Chippenham town. This gives me concerns about congestion on the existing portion of the London road between Avenue La Fleche and Pewsham Way. This would become the most direct route from a large part of the proposed North Eastern developments to the town centre. This is a residential street and an important route for people walking to and from town and Abbeyfield school. Already the road design leads to people using this route as a shortcut to town, the straightness of the route also leads to very high speeds at non peak times. Will there be measures put in place to manage traffic on this road?

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?
Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 81

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Easing traffic congestion and improving journey times; Reducing air/noise pollution; Preserving and protecting heritage assets;
- Q6. 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.**
Clearly a large number of additional houses will increase traffic congestion (which is bad enough as it is) so, the infrastructure that accompanies any new houses should be designed to significantly improve traffic flow. Additionally a reduction in air/noise pollution should be intrinsic in the design.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Option A is described as a ring road and it does have some notable disadvantages. However given the assumed huge increase in traffic, this seems to be the most efficient way of moving people (in their electric cars) around the circumference of Chippenham. My assumption is that it will not have housing on either side of the road and that there will be feeder roads into the housing estates. For these reasons, A is my preferred route.
- Q9. 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.**
Given the information provided, this option (B) appears to be the favoured route and is described as a distributor road. However, I do not think it is a good idea to design for huge volumes of traffic to travel through the housing development (houses on either side of the road) given probable noise and air pollution and the safety aspects of mixing people with traffic.
- Q10. 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.**
This option (C) is my least favoured route because it impacts too much on existing development, is too close to the Town and would appear to have a negative impact

on Stanley Park sports ground. My comments for option B also apply to this inner route.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I prefer option 3

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 82

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Whether the local people actually WANT a new distributor road;
- Q6. 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.**
People don't want this new road, no matter which route it takes. So don't build it.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Don't build this new road and the housing development.
- Q9. 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.**
Don't build this new road and the housing development.
- Q10. 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.**
Don't build this new road and the housing development.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 83

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
Chippenham is short of public green space. Some of the best areas of Chippenham are compromised by the new road proposals. These areas include The Borough Lands Trust areas. The Chippenham to Calne cycle path, Jubilee Acres, Monkton Park. All of these areas are very popular and well used by residence from all areas of Chippenham. Option A Outer Route has the least impact on these areas and is therefore the most desirable.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Option A has the least impact on the well used green public spaces frequented by the people of Chippenham. It is overall the most remote route impacting less people in total.
- Q9. 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.**
Option B impacts more green space and residential areas and is therefore less preferable than Option A
- Q10. 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.**
Option C has significant negative impact to well frequented public green space. Most notably in areas 3 and 4 where Stanley Park and the very popular walking and cycling areas such as Jubilee acres, cycle path to Calne and Hardens Lane are significantly more compromised when compared to Option A Outer Route.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Compared to Option 3 it will have more impact on popular green space areas such as Wilts and Berks Canal, Borough Lands and Mortimers Wood.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Has the least impact on public green space
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;I am a Driving Instructor. I use all Chippenham roads all day every day;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 84

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
Many schedule 1 listed bird species breed here. This relief road will be terrible for them and most likely result in their local extinction.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
Terrible for local bird life, this particular proposal will destroy local Spotted Flycatcher breeding territories
- Q9. 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.**
Even worse and will have a very bad affect on local birds
- Q10. 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.**
This is probably the least worst but would still be devastating for Chippenham's local biodiversity
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Walking;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;Walking;

MSF 85

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Improving bicycle and pedestrian routes;
- Q6. 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.**
Don't think we need much improvement but pedestrian and cycle routes are badly in need of improvement.

Cycle routes should be smooth not littered with pot holes and rubble and reach out to surrounding villages. These will provide an alternative to cars for transport between Chippenham and surrounding villages.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Should include a lot tree cover around outer edge to mitigate visual impact.
Provides good eastern and southern boundary for Chippenham.
Being outside area of proposed developments may be suitable for higher speed traffic flows.
Feels like least disruptive for existing population.
- Q9. 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.**
- Q10. 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.**

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 86

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution; Climate change adaptation/mitigation; Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
Car journey times should not be driving any of this. The last thing we should be doing is building new roads.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 87

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Easing traffic congestion and improving journey times; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Preserving and protecting heritage assets;
- Q6. 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.**
I definitely feel that we could improve journey times and congestion for anyone travelling from Calne to Bath, or Pewsham to Bath, vice versa. However, I definitely feel that we must tread carefully as we could easily ruin the lovely rural landscape around Chippenham the cycle paths, which I feel are some of Chippenham's most appealing features.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I think this makes the most sense in terms of traffic and disruption to landscape.
- Q9. 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.**
This is a no go for me. I feel where it connects to the A4 in zone 2 is just going to cause traffic and accidents. A roundabout is a much safer option in my opinion.
- Q10. 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.**
Too close to Chippenham to be useful. It connects to the B4528, which means drivers from Corsham way will 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 you could argue if the road was worth using or if they should just use Pewsham Way.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It looks like it makes sense for it to link onto that roundabout, however that will just increase congestion. Most of the time you don't have to stop at that roundabout, if we add another exit it will increase traffic, increase the chance of having to stop and increase congestion.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
This option is best. As this roundabout will only have 3 exits it shouldn't affect congestion as much.
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Possibly shopping or haircut;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 88

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
None of the options should be progressed
- Q9. 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.**
None of the options should be progressed
- Q10. 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.**
None of the options should be progressed
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 89

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

N/A

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; Indirectly reducing car usage viz one big trip rather than lots of little trips.;

Q6. 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.

I do not want to see more traffic on the Chippenham roads. This is a rural area and it need to retain its character. Noise pollution travels many miles in a rural areas.

As for Q7, there should be a 4th option, none of the above.

Or at least the option to abstain - with a box to comment on why the abstention!

You are forcing me to rank them, in order to have my voice heard - this is unfair and I do not want my ranking to be reported in your figures, but only my negative vote for all proposals.

A more important question is if I think the people of the Chippenham area want to live in a town like Swindon?

I would suggest if we wanted that, we would have moved to Swindon.

Why are you asking me about unwanted roads? Next you will be asking me what type of person I want to be mugged by!

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

This is too invasive into the surrounding rural area it is not required.

- Q9. 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.**
This is too invasive into the surrounding rural area it is not required.
- Q10. 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.**
This is too invasive into the surrounding rural area it is not required.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
shops;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 90

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
I am EXTREMELY concerned about Wiltshire Council's development plans for this distributor road and excessive housing developments within Chippenham. These also seem unfairly focussed Predominantly on the east side of town! These plans will see Chippenham becoming another Swindon, awash with non distinct housing estates. Small rural communities will become part of this urban Sprawl losing their distinctive character. Beautiful and ancient countryside will be destroyed and habitats demolished for a completely unnecessary road. There is already perfectly good links between the two sides of town - this road is not required. Development should be focussed on infilling of existing brown sites.....leave our beautiful Wiltshire countryside alone! I am interested to know how you believe these plans can be achieved while commuting to becoming carbon neutral by 2030!
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Option A contributes even further to the continued urban Sprawl! These plans will engulf small rural communities as part of Chippenham!
- Q9. 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.**

- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Car;

MSF 91

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Maintaining the small village type community of pewsham;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Speed bumps
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 92

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Reducing 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;
- Q6. 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.**
I would reject the proposal. Pewsham is a small community in the beautiful countryside. Regardless of how many attempts are made to reduce the visibility of the roads, they will still be there and will impact the views and sounds of our current walks. Furthermore, Pewsham is currently a small community and this without a doubt will affect that; increasing the population, cars/through traffic and reducing the quality of the schools.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 93

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I would like to see access improved to the countryside. With Chippenham substantially increasing in size, access using RoW is really important.

This would include sensible crossings of the road for pedestrians, car parks set up at RoW intersections and allocated greenspaces +interior or exterior of the

road) along the road such as the Westmead Open Spaces and associated car park.

I would also like to see a really good size car park (even a pub/restaurant) situated at the Pewsham Locks. This is heritage that requires better accessibility not just for car uses but for walkers and cyclists.

Is the viaduct (southern crossing of the River Avon, near Lackham) of any engineering accolade? If so, let's celebrate that built feature rather like Brunels in Chippenham. This could be a destination for education outreach and also engineering geeks. We really need to make this impressive (nothing like Chippenham Town Bridge please!) and easily accessible for groups of people whom have interest in education, sustainability, engineering and rivers. This is a great opportunity. Any chance of a carving a White Horse on Derry Hill. I not it's not chalk but what a feature that would be for people circling the town!

And finally better car parking at the National Cycle route intersection with cafe.

I would be keen to see any walkability/cycleability analysis of Chippenham to help guide the design of the infilled developments.

I travel around Oxford ring road quite a lot and I think that may be useful to study regarding interactions with water and also the A4198 in Swindon including green spaces really well.

I hope this is useful and I fully support the idea of this however we have to include greenspaces, accessibility, destinations that are interesting (engineering/heritage/leisure) for everyone to learn from and enjoy.

- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Taxi;Train;

MSF 94

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Preserving and protecting heritage assets;Protecting and enhancing biodiversity e.g. animal and plant habitats;Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
This cuts across too much farmland.
- Q9. 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.**
This supports my choices of reducing noise and air pollution and saving natural habitat.
- Q10. 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.**
Endangered wildlife.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Traffic signals would ease access onto the main road. Farm lorries often struggle to exit that lane.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Taxi;Bus;Train;

MSF 95

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing 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;Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Option A is the better option in my opinion as it doesn't impact on as many floodplains as the other two. Also things like Crested Newts and other protected species are not mentioned as being affected by option A. The fact that the road is further away from existing properties is also better as the home owners won't be impacted by noise and disruption but new houses built around it won't know any different as they will be moving in with the road already there.
- Q9. 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.**
Option B is similar to option A but I still feel it should be further out from the city so it acts like a bypass but use can still use it to access Chippenham.
- Q10. 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.**
Option C seems to be the worst as it involves rehoming of protected species an get closer to important flood plains which seems ridiculous to even consider build near.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Better option in my opinion
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 96

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity;Protecting and enhancing biodiversity e.g. animal and plant habitats;Reducing air/noise pollution;Climate change adaptation/mitigation;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 97

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Easing traffic congestion and improving journey times; Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
Consider the impact on the Wilts and Berks Canal.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
I am particularly concerned on this route passing over the canal, it would seem to adversely affect the locks that are in the process of being restored.
- Q9. 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.**
Not keen on the staggered junction with the A4, and it's location is poor.
- Q10. 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.**
This seems to have too many curves, especially the northern end. Also concerned about the link road to Canal Road, it doesn't seem a good place to have that link, still quite close to the town centre.

Also cutting through Stanley Park seems a very bad idea, adversely affecting its users.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't like it being so close to Chippenham Town centre and green zone, and fear would overload canal road roundabout.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Concerns too many roundabouts on Pewsham Way.
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 98

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
too close to zone 3
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
looks imposing on the landscape
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
will become a blocking junction
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle; On foot;

Q15. Why do you travel to/from Chippenham town centre?
retail ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Walking;Bicycle;

MSF 99

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
All options of the link road should be scrapped and stop all potential building;
- Q6. 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.**
All options of the link road should be scrapped and stop all potential building
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
All options of the link road should be scrapped and stop all potential building
- Q9. 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.**
All options of the link road should be scrapped and stop all potential building
- Q10. 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.**
All options of the link road should be scrapped and stop all potential building
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
All options of the link road should be scrapped and stop all potential building
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
All options of the link road should be scrapped and stop all potential building
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 100

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Easing traffic congestion and improving journey times; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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 "build back better" and "green industrial revolution" are to mean anything this is a huge opportunity to make Chippenham less car dependent. By providing bus infrastructure around which the new neighbourhoods can be built it would enable buses to provide the quickest and most direct route to the town centre and railway station. It would avoid the need for more parking (and resulting extra traffic) in the town centre, but deliver increased footfall to support the town centre businesses.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
The outer route seems to follow a prominent ridge line in zones 2 and 3 and will be more visually intrusive. Also the Pewsham link road doesn't align with any of the roads into Pewsham.
- Q9. 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.**
Less visually intrusive in zones 2 and 3, but the Pewsham link road connection doesn't align with any of the roads into Pewsham.
- Q10. 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.**
Less visually intrusive in the landscape in zones 2 and 3. Has the best connectivity with Pewsham as the link road connects at Canal Roundabout. Not so happy about the connectivity with the A350 as it doesn't go to the existing Lackham roundabout

and requires a new roundabout close to it, which will create a bottleneck as traffic will have to negotiate two closely spaced roundabouts for no apparent reason.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 1;Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.
this has the best connectivity as it joins Pewsham Way at the existing Canal Roundabout and thus Canal Road.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.
This requires another roundabout on Pewsham Way and doesn't align with any of the access roads into Pewsham.

Q14. How do you travel to/from Chippenham town centre?
Bus;On foot;

Q15. Why do you travel to/from Chippenham town centre?
For leisure/social engagements;Shopping, dentist, banking;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Bus;Walking;

MSF100 (cont.)

I am very interested in the Future Chippenham project particularly in regard to sustainable transport, and in the wider context of Wiltshire Council's climate emergency declaration, the green industrial revolution and the government's aspiration to "build back better".

To me this means we must do things differently and better than before. Looking at the Future Chipp webpages I can see sustainable transport is mentioned but only referring to walking and cycling.

The provision of bus services is a huge omission. The government is about to publish a national bus strategy, plus in 2018 the CIHT produced guidance on " Buses in Urban Developments".

<https://www.ciht.org.uk/news/ciht-launches-buses-in-urban-developments-guidance/>

I would like to know if Future Chippenham has taken/will be taking the above guidance into account, and that public transport plans will be made public very soon.

MSF 101

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Reducing air/noise pollution;Protecting and enhancing landscape and visual amenity;Protecting and enhancing biodiversity e.g. animal and plant habitats;No more houses;Preserving and protecting heritage assets;Climate change adaptation/mitigation;
- Q6. 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.**
The proposed additional houses of 7500 is frankly shocking with another 15000 cars!. We already have huge new developments at Birds marsh, Hunters moon, Rowden park, Rawlings green, etc. No more please! I don't want Chippenham to become Swindon II. We just need a short link road from Lackham roundabout to the Pewsham bypass, and a route into Monkton park via the Wavin road.

I suspect this is already a done deal and local residents opinion will be ignored as usual.

PLEASE NO MORE HOUSES!
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
I don't want any of these road options with the 7500 houses!
- Q9. 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.**
I don't want any of these road options with the 7500 houses!
- Q10. 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.**
I don't want any of these road options with the 7500 houses!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The only road should go from Pewsham bypass to the Lackham roundabout only. This should be a prerequisite for the Rowden park Development. This would remove all A4 through traffic from town centre and an alternative route for Pewsham/East Chippenham residents to go north on A350.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
The only road should go from Pewsham bypass to the Lackham roundabout only. This should be a prerequisite for the Rowden park Development. This would remove all A4 through traffic from town centre and an alternative route for Pewsham/East Chippenham residents to go north on A350.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 102

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
I think is to long way
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bicycle; On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 103

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Reducing air/noise pollution;Climate change adaptation/mitigation;Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Effective utilisation of already existing road network and infrastructure (A4). ;
- Q6. 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.**
I feel the council could cut costs substantially by utilising and integrating the Pewsham A4 ring road more effectively into the proposals. For all three proposed routes, this would remove around 1/3 of the amount of new road required.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option A - Outer route ;Option B - Middle route;
- Q8. 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.**
There is no need for the creation of road to pass through Zones 2, 3 & 4. New road requirement for Zone 1 would simply require connection of the Lackham roundabout to existing Pewsham A4 ring road at the Canal Road roundabout. Zone 5 would need to join the Stanley Park road to the proposed new road end point. This would massively reduce the construction time, cost and resources and more effectively utilise current infrastructure with reduced impact on wildlife and environment. The new road element should include a Filling Station as there is none on the SE side of the town until you get to Calne.
- Q9. 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.**
There is no need for the creation of road to pass through Zones 2, 3 & 4. New road requirement for Zone 1 would simply require connection of the Lackham roundabout to existing Pewsham A4 ring road at the Canal Road roundabout. Zone 5 would need to join the Stanley Park road to the proposed new road end point. This would massively reduce the construction time, cost and resources and more effectively utilise current infrastructure with reduced impact on wildlife and environment. The

new road element should include a Filling Station as there is none on the SE side of the town until you get to Calne.

Q10. 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.

There is no need for the creation of road to pass through Zones 2, 3 & 4. New road requirement for Zone 1 would simply require connection of the Lackham roundabout to existing Pewsham A4 ring road at the Canal Road roundabout. Zone 5 would need to join the Stanley Park road to the proposed new road end point. This would massively reduce the construction time, cost and resources and more effectively utilise current infrastructure with reduced impact on wildlife and environment. The new road element should include a Filling Station as there is none on the SE side of the town until you get to Calne.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 1;Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

It makes sense to provide the link to the Pewsham A4 where there is the best safety and visibility, and where there is the lesser risk to persons utilising the current car park close to these links.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Car;Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;Shopping and fuel (there are no filling stations on the SE side of the town). ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;

MSF 104

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This route goes far too close to the ancient Mortimore's Wood and Westmead Open Space and might damage the work that has already been done to make this a beautiful area for local residents to walk, exercise and appreciate the trees and wildlife whilst helping with physical and mental health. Additional roads and cars nearby will impact negatively on this.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;For shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 105

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
It allows for future development of the town to grow. With great access to the m4. Great for housing and businesses and leisure
- Q9. 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.**
It would do the job. But what about 20 years up the road traffic housing
- Q10. 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.**
Cheapest route
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Allows the town to grow
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Cheapest route

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 106

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; Not building it at all or only to the south;
- Q6. 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.**
Why are you running this consultation at the same time as the local plan review?
We're being asked to comment on the scale and location of housing, etc around Chippenham with road route drawn in. The need for the level of growth and location has not been demonstrated yet, so there may not be a need for a road at all. It seems like an attempt to predetermine the outcome and is being rushed through to meet the deadline for HIF funding. Not giving us the option to indicate we oppose any road is unfair to those it will impact the most.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
This creates a ring road, something you specifically said this road wouldn't be. Zones 3 and 4 are in Bremhill parish, whose neighbourhood plan specifically excludes development and housing. Are you just going to ignore that? This route would have a massive impact on Stanley and the biodiversity of the marden valley.
- Q9. 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.**
The road in Zones 3 & 4 is not supported by Bremhill Parish plan and would be highly visible...not to mention to the villages near it too.

Q10. 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.

This is only my preferred route because it's the best of 3 options I don't want to vote for. Why can't we indicate that to you? If you must link the A4 to the A350 you only need to do it in one place.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Why can't the road branch off the existing Pewsham road and join the A350? The Pewsham road is essentially the same design as you're proposing...why build two next to each other?

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

On foot;Bicycle;Train;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 107

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution;
- Q6. 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.**
None of the above items that I've selected align with building more roads.

We should not be building more roads – new housing should be linked to sustainable infrastructure, rather than building in car-dependency, as this road will do.

Moreover, given that the Local Plan consultation has not yet concluded, it is not yet decided where new houses are required. It is therefore too early to consult on where any infrastructure to support said housing developments is required.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;To take children to school/nursery;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 108

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
Too much visibility/ disruption to views/landscape.
- Q9. 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.**
The best of the 3 if forced to choose.
- Q10. 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.**
Not acceptable to have to relocate newts just for a road, which we don't really need anyway.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't need any more traffic joining the existing Canal Road roundabout!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
The better of the options if forced to choose.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 109

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**

Zone 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.

Zone 2 - When we look at the new road layout the section South of the A4 is largely a duplication of Pewsham Way and so environmentally redundant. We are connecting two single carriageway roads, the A4 and A350, with two single carriageway roads.

Zone 3-5 - We all know how quickly Westmead Playing Fields floods after heavy rain. This is natural but the storm events once described as 1 in 100 are happening much more frequently due to global warming.

The rapid flood is due to the Oxford clay along the West bank of the Avon and along the Marden.

Any increase in development in roads or houses in this area will increase water run off and flooding of the Avon South of Chippenham. SUDS is often quoted to provide green field run off rates but these are always by-passed during storm events.

Perhaps this would lead to Lacock Abbey being flooded as it seems to get closer every year with the current level of development in Chippenham.

Q9. 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.

Zone 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.

Zone 2 - When we look at the new road layout the section South of the A4 is largely a duplication of Pewsham Way and so environmentally redundant. We are connecting two single carriageway roads, the A4 and A350, with two single carriageway roads.

Zone 3-5 - We all know how quickly Westmead Playing Fields floods after heavy rain. This is natural but the storm events once described as 1 in 100 are happening much more frequently due to global warming.

The rapid flood is due to the Oxford clay along the West bank of the Avon and along the Marden.

Any increase in development in roads or houses in this area will increase water run off and flooding of the Avon South of Chippenham. SUDS is often quoted to provide green field run off rates but these are always by-passed during storm events.

Perhaps this would lead to Lacock Abbey being flooded as it seems to get closer every year with the current level of development in Chippenham.

Q10. 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.

Zone 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.

Zone 2 - When we look at the new road layout the section South of the A4 is largely a duplication of Pewsham Way and so environmentally redundant. We are connecting two single carriageway roads, the A4 and A350, with two single carriageway roads.

Zone 3-5 - We all know how quickly Westmead Playing Fields floods after heavy rain. This is natural but the storm events once described as 1 in 100 are happening much more frequently due to global warming.

The rapid flood is due to the Oxford clay along the West bank of the Avon and along the Marden.

Any increase in development in roads or houses in this area will increase water run off and flooding of the Avon South of Chippenham. SUDS is often quoted to provide green field run off rates but these are always by-passed during storm events.

Perhaps this would lead to Lacock Abbey being flooded as it seems to get closer every year with the current level of development in Chippenham.

Q11. Please rank the potential Pewsham link road options into order of preference. Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 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.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
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.
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 110

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
██████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution;
- Q6. 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.**
How can you possibly reduce air & noise pollution when you are building more roads?

You should be protecting our wildlife and

landscape not destroying it.

Chippenham does not need all this extra housing.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Rawlings Farm is teaming with Beautiful wildlife and outstanding landscape that you just want to Destroy.
Shame on you.
Chippenham Planning should be Destroyed not our Wildlife.
- Q9. 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.**
- Q10. 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.**

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 111

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
building this new road and then thousands of new houses in one area will not ease congestion, it will make Chippenham more congested and increase air pollution and destroy the environment. Smaller scale local communities would be better for people, the environment and congestion. Having in the past lived in a highly congested area I know that this new road will be used as a cut through when other major roads become congested.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
For zones 1 -5, a lot of this area is flood plain, there is no indication shown in the proposals of where the housing is going to be placed.
- Q9. 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.**
Destroys two farms and the very popular cycle path
- Q10. 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.**
Pollution and noise close to Chippenham

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 112

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; Consider new information which has arisen since the Pandemic.;
- Q6. 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.**
There has been a change in the requirements of people during the Pandemic including more use of open green spaces, less reliance on transport and a desire for working at home and not commuting.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Although I disagree with the new for a new "service road" this is probably the least destructive of the choices. It does however still traverse through flood plains and destroys much farmland which is undesirable, particularly in the aftermath of Brexit where we will need to provide more of our own produce.
- Q9. 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.**
This is even closer to the flood plains and it is unclear where the new housing is intended to go.
- Q10. 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.**
This is the least desirable as it will have the most impact on existing communities with more air pollution and noise pollution. It is also unclear how it will affect the existing cycle path which has become greatly used during the lockdowns.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;For shopping and the market;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 113

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
In order to protect and enhance landscape and visual amenity, this road should not be built.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This road should not be built
- Q9. 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.**
This road should not be built either
- Q10. 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.**
This road should not be built as well
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This link should not be built
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
This link should not be built either
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

Nursery dropoff/pickup;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 114

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Protecting and enhancing landscape and visual amenity;Reducing air/noise pollution;Climate change adaptation/mitigation;
- Q6. 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.**
There is so much water and with climate change I don't believe the position of the roads will satisfy the water levels for next 30 to 50 years flooding will occur.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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 a road is essential then go for A as it cover all needs in the future as B and C will be just stop gaps and will need more in the time span
- Q9. 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.**
Better than C
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 115

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
N/A
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
This survey of local opinion presupposes support for a link road. But we first need to see what the Chippenham Local Plan proposes. It may not agree to 7500 additional homes, but fewer, and possibly not all on the 3 sites designated. You are putting the cart before the horse. First we need to see the new Local Plan - which is about 2 years off; THEN decide if there needs to be a link road at all, and if so what route would be best. The way the consultation is being done suggests the no. of homes and the building of a road are a fait accompli. To be honest and say it seems so to me. The proposed development would sit on some very attractive open countryside and farmland, which would be a terrible loss to the local community. I understand that most new development will inevitably be on greenfield sites, but good farmland and attractive landscapes should be avoided.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
I suspect if Option A is chosen there would be fewer cars from it accessing the lanes to the east of Chippenham
- Q9. 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.**
No strong feelings

- Q10. 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.**
It could lead to even more traffic wanting to use the country lanes to the east of Chippenham
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No strong feeling
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
None
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;For 16 years I used it for work.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bus;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;

MSF 116

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
It is unclear if the new road will include a segregated cycle lane along its whole route? Can this please be confirmed, as shared use path is not appropriate and in fact discourages people from cycling due to the fact that drivers shout at you to use the (generally narrow) shared use path, and people on foot understandably don't like sharing the pavement with people travelling by bicycle. Chippenham is the perfect size for people to cycle. There really is a need to reduce car dependancy, especially given the low incomes of many people in Chippenham, and the need for children to be able to get around independently. Would be great to see a consultation on building segregated cycle lanes across the town rather than this one to build a new road.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 117

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Cycling UK
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
- Q5. 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?**
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;Reducing 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;Preserving agricultural land;
- Q6. 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.**
x
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF117 (cont.)

Response to the Future Chippenham Route Options consultation

I am sending this email as a formal response to the Future Chippenham Consultation because the Consultation Form does not allow for the option of 'no road at all'.

I would like to record my complete and total opposition to the Chippenham HIF bid proposals for a distributor road, which would require and enable 7,500 houses to be built in the countryside to the East and South of Chippenham. The road and development it would serve, bears no relation to local housing needs (which are a fraction of the number houses proposed and of a different type, and in locations close to the town centre where lots of opportunity for affordable apartments exist). Neither would building a road in this location be part of an employment led strategy that would enable people to live near their place of employment, or on fact do anything to stop Chippenham growing as an even bigger commuter town, spoiling its character and removing the very things existing residents value about living here.

There is absolutely no doubt that this road, whichever route option it took, together with the 7,500+ houses that it is designed to enable, would be a disaster on so many levels.

1. It would be a disaster in relation to the climate and ecological emergency that Wiltshire Council has committed to addressing:

- permanently destroying rich organics soils that are a substantial carbon sink, releasing carbon into the atmosphere and removing the natural facility for further sequestration;
- adding vast quantities of carbon emissions (embedded in tarmac and concrete, and as a result of construction of this unnecessary infrastructure) in constructing a road plus bridges and viaducts over the river Avon and Wilts-Berks canal;
- locking in many years of future transport emissions by creating car-dependency and massive commuter suburbs in an area with almost no local employment opportunities.

Where have the carbon emissions resulting from these proposals been calculated? How could such a climate damaging proposition even be contemplated in a Climate Emergency?

2. It would be a disaster for local residents in creating far greater traffic congestion that it could possibly alleviate, being a low speed distributor to service 7,500 (and ultimately even more) houses, potentially with 15,000 additional vehicles on the roads around Chippenham and Calne, plus other traffic that naturally occurs when roads are built.

3. It would be a disaster in destroying much of what local people greatly value about living in Chippenham - beautiful surrounding countryside, the rivers Avon and Marden corridors and its wildlife, the Chippenham-Calne cycle route, clean air attractive landscapes - with absolutely no guarantee of any future benefits for the town, with any future CIL monies either spent on new site infrastructure and additional facilities needed to cope with the expanded

population, or (if CIL still exists by then) spent by a future Council administration in other parts of the county. In other words no local benefits, huge future uncertainty but plenty of downside/ disadvantage/ pain, for existing residents.

Why were residents not asked about progressing this scheme in the first place?

Why was developed in secret and with any public consultation?

4. It would be a disaster in precipitating the destruction the Avon and Marden Vale, removing high-quality farmland that will be needed by future generations, much of which is owned by Wiltshire Council (i.e. a public asset) and which could be used for local food production, renewable energy generation, re-forestation, contributing to protecting and meeting the needs of future generations.

What has Wiltshire Council done to look at these alternative uses and the future value of what already exists?

Why does Wiltshire Council place no value on its County farms and the other farms it owns?

5. It would be a disaster in destroying natural capital, wildlife habitats and biodiversity in what is a particularly valuable and sensitive area of countryside and associated river corridors, and in which a number of protected species are beginning to regain a foothold, including otters, hazel dormice, kingfishers and rare species of bat and newts – exactly the sort of area we should be protecting and enhancing, not allocating for concreting over.

Where are Wiltshire Council's strategies for protecting its natural assets and public goods?

Where is the evidence base for the impacts the road proposals would have on wildlife habitats and biodiversity, which should have preceded any application for a road grant?

In all of this, it seems that the people who live there matter very little to Wiltshire Council. They didn't consult them on at the HIF bid application stage (which was shrouded in secrecy and misinformation, for example in calling the road a 'Relief road' when it is nothing of the kind) or any subsequent stage during the HIF bid development. They then consulted on road route options, before even considering the public's views on whether a road was needed, or the scale or location of proposed development had been raised, and the public's views sought, under the Local Plan Review. They then produced a consultation form that doesn't allow for a 'no road' option, so many people felt compelled to choose something they objected to or potentially have no voice at all. Even Wiltshire Council's Deputy Leader stated publicly in a Cabinet meeting that there should have been a 'no road at all' option on the consultation form.

It is abundantly clear that the HIF bid and so-called 'Future Chippenham' development process has been designed to effectively predetermine, and severely constrain any other viewpoints on, the Local Plan's spatial strategy options for Chippenham, which would otherwise have been very different. Perhaps unsurprising then, that Wiltshire slogan of 'Where everybody matters' has been abandoned by the current Council administration. The lack of public consultation, lack of transparency, derision for local people's views and the ongoing lack of accountability for misleading our MP, local councillors and the public, including the on-going resistance to sharing information that is clearly in the public interest, is deplorable. Given the wholesale rejection of all the road options and of any road to the East of Chippenham, by Chippenham Town Council, Calne Town Council and Bremhill Parish Council, and the lack of any remaining support for a road and housing in this location, will Wiltshire Council now abandon this covert scheme and allow the £75m grant funding to be put to better use elsewhere?

I would be grateful for an acknowledgement that my response will be recorded as a legitimate response within the consultation process, along with all the others that have been submitted by necessity, without completing the form. Answers to the questions I have posed would also be appreciated.

MSF 118

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
None of the three options are desirable as all options will destroy natural and important green space areas.
- Q9. 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.**
None of the three options are desirable as all options will destroy natural and important green space areas.
- Q10. 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.**
None of the three options are desirable as all options will destroy natural and important green space areas.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;Bus;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bus;Car;

MSF 119

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Easing traffic congestion and improving journey times; Protecting and enhancing landscape and visual amenity;

Q6. 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.

Your methodology is weighted toward expanding to the east of Chippenham, to "Round Off" the town and provide walking and cycleways into the centre of Chippenham. Why?

People get into their cars for three main reasons

1 to get to work.

2 to take the children to school.

3 to buy food.

The employment is on the west side of Chippenham, Bath Road, Methuen Park, Bumpers farm.

Two of the three schools are on the west side of Chippenham.

Why are you not spending some of the £75m on new schools, doctors surgeries, dentists etc, 7500 houses will mean we have to accommodate thousands more people (15000 plus their children, another small town)

All of the supermarkets are on that side.

Use the inner route from the A4 to A350 to give that connectivity to all of the above, and free up building land around the council-owned land there, rather than having to buy land from others.

The road through Zone 1, Rawlings Farm and Birds Marsh is single track through housing, not providing traffic relief around the bridge centre.

The inner route through Zones 2 and 3, link up with a National trunk Road that is either already dualled or planned to be dualled.

- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
As this consultation only relates to the roads it doesn't overlay where the housing would extend to either side of the road. Zone 4 is predominately a ridge of land so this outer route will be very prominent and housing would go right to the Marden River.
In Zones 1,2 and 3, it has a much lower visual impact.
In Zone 3 it has to cross the canal twice, costly in terms of carbon and ecology.
In Zone 1 it has the longest bridge over the Avon, once again costly in terms of carbon and ecology.
- Q9. 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.**
In Zone 4 the road rises and follows the ridgeline which makes it highly visible and allows housing into the environmentally sensitive Marden Valley.

In Zones 3 and 4 it allows housing to expand into Stanley Lane and the Cycle track, both of which are a valuable asset at present, used by many on Pewsham and surrounding area for pleasure walking and cycling. If you expand this side of Chippenham, those people will be removed from this asset.
- Q10. 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.**
The employment is on the west side of Chippenham, Bath Road, Methuen Park, Bumpers farm.

Two of the three schools are on the west side of Chippenham.

Why are you not spending some of the £75m on new schools, doctors surgeries, dentists etc, 7500 houses will mean we have to accommodate thousands more people (15000 plus their children, another small town)

All of the supermarkets are on that side.

Use the inner route from the A4 to A350 to give that connectivity to all of the above, and free up building land around the council-owned land there, rather than having to buy land from others.

The road through Zone 1, Rawlings Farm and Birds Marsh is single track through housing, not providing traffic relief around the bridge centre.

The inner route through Zones 2 and 3, link up with a National trunk Road that is either already dualled or planned to be dualled.

In Zones 3 and 4, the road will be less prominent owing to the topography

In Zone 1 the bridge over the Avon is the shortest, cheaper in monetary value as well as carbon and ecological detriment.

I don't see that we need the Eastern section if we build the cheaper southern option.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

It's the only one linked to the option C inner route

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

I don't travel into the centre of Chippenham as everything that I need is on the Western side, Trading estates, supermarkets and petrol stations are all on the western periphery of the town.;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 120

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Easing traffic congestion and improving journey times;
- Q6. 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.**
The essential part of this road scheme is crossing the river from Lackham to Pewsham bypass, so taking south and west-bound traffic away from the town centre, and stop them using Lacock as a cut through to Calne, Marlborough, Devizes and Salisbury. 2000 houses at Rowden - not all will want to go to the M4 or into town!
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
This keeps Chippenham more contained, splitting less farmland
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 121

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
This is described as having the biggest impact on environment although biodiversity impact is still to be undertaken please can this be undertaken including showing how damage will be mitigated so sufficient feedback can be provided on this.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Biodiversity & environment impact is still to be undertaken. Please can this be undertaken including showing how damage will be mitigated, so sufficient feedback can be provided on this.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Biodiversity & environment impact is still to be undertaken. Please can this be undertaken including showing how damage will be mitigated, so sufficient feedback can be provided on this.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 122

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting Stanley Park ;
- Q6. 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.**
Chippenham took years to get decent football pitches. Why build a road through this important facility when there are two other options. The routes make no sense. The first part of route C works upto Pewsham. Then route B should take over.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
Too long, too expensive. Total over kill.
- Q9. 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.**
Best option. Especially the part in zones 3 & 4 that avoid Stanley Park & current dwellings. No impact on current housing, current sporting facilities & crested newts!
Potential to pair route C from zone 1 & 2 with zone 3 & 4 from this route maybe a good compromise.
- Q10. 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.**
The impact of this is zone 3 & 4 is disgraceeful. Cuts Stanley Park in two. Will these pitches be replaced?

Chippenham took years to get decent football pitches. Why build a road through this important facility when there are two other options. The routes make no sense. The first part of route C works upto Pewsham. Then route B should take over.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not fussed how Pewsham is linked.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not fussed how Pewsham is linked.
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 123

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

N/A

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution;

Q6. 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.

I don't believe the need for 7500 houses around Chippenham has been proven and the reality of housing need for Chippenham is much lower than this proposal asserts. This consultation is being rushed through to meet timescales for the HIF bid and I refuse to take part until the local plan review has been agreed. The public engagement report of 13th January 2020 was conducted after the HIF bid was confirmed and was not open and honest in its design. At a time when trust in government is so low (Edelman Trust Barometer research) it is outrageous that the HIF was spun as a relief road for traffic congestion. WC have show a complete lack of ethics in how they have and continue to manipulate the situation. We need brave leadership from our council not covert operations. Even some of the CTC councillors are in dismay and our North Wilts MP James Grey has been vocal on his opinions against Future Chippenham.

Furthermore, I am at a loss to see how Future Chippenham meets WC strategic objective of tackling the causes and effects of climate change? Transport accounts for 45% of CO2 emissions (Appendix 1 for update on Councils Response to the Climate Emergency) concreting over large areas of agricultural land by building a distributor road and increasing the number of cars in the area is short sighted and there is no new public transport plan outlined or details of incentives to promote sustainable forms of transport so the car is not first choice.

Finally, the Future Chippenham proposal has a massive impact on outlying communities and villages e.g Old Derry Hill where I live and Bremhill etc. This development would mean there would no longer be a green buffer as together with the FG solar farm development proposed. (which I am in favour of) We would effectively join up with Chippenham.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
All options on offer would be immensely damaging in relation to environmental impact and greenhouse gas emissions.
- Q9. 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.**
I do not believe the road is necessary without first consulting on the number of houses needed by Chippenham and this consultation predetermines the results of the local plan review.
- Q10. 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.**
Why is WC planning on building 5000 more houses than the government is requesting?
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This will worsen the traffic congestion and add to the air pollution so is not needed.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
We need to be considering growing more food locally not importing from abroad in line with the need to reach net zero. Building over our local farms goes against this priority.
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
Supermarket shopping or other shopping sometimes.;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bicycle;

MSF 124

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
BANK;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Walking;

MSF 125

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
This proposal is a disaster for the area, destroying the lungs of Chippenham which reach into the centre. It will not reduce town congestion because the town sized new development will more than replace diverted traffic. Chippenham will become another Swi
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;Protecting and enhancing biodiversity e.g. animal and plant habitats;Reducing air/noise pollution;Climate change adaptation/mitigation;Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
No route at all
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;Bus;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;Bicycle;

MSF 126

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Value for money - could we invest in sustainable transport and be a model for other towns? ;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**

Your consultation does not allow for us to represent the view that there should be no distributor road at all.

If you are forcing us to have a distributor road, then Option A is wholly unacceptable. Your analyses and scoring have already depicted this. I struggle to see why it's in the short list at all, other than to distract from Option B or Option C, whereby Option A is such a horror that the public feel grateful for Option B or Option C.

Option A will cut through the landscape and create a tarmac scar. It worries me that you describe it as more of a 'traditional ring road' which gives way to thoughts about high speeds and bright lights.

Option A is a poor use of tax payers money, for a project that you have admitted will cost more than the £75m that you have been granted.

Option A will create a bridge over the old Wiltshire & Berkshire Canal north of the A4 at Forest Gate. This section is being restored. You have described elsewhere that a bridge would be 4 metres above the canal, which means the bridge will create a flyover effect at the back of the home at Green Lane Farm. There would be cars and lorries above head height in what is a very peaceful nature haven with very clean air. This would be absurd. You would have to cut down mature oak trees that provide habitat for many species, from insects to mammals and birds. Option A also ruins Pewsham Locks for the same reasons. Pewsham Locks is a treasure to the Chippenham area and we need all of the recreational landscape we can get.

Option A also brings a roundabout and road nearby listed buildings of Old Pewsham and Forest Gate. This is already a Noise Important Area as your PEOR states.

Option A cuts through CALW80 walking route in a very rural area which is enjoyed by the public. Having a 'ring road' there will completely spoil the tranquillity, views and air quality of this area.

Option A also cuts through a peaceful rural section of the cycle route to Calne. This provides much needed access to the natural landscape

Option A crosses a lot of surface water as depicted in your PEOR in zones 2 and 3. Much of the fields you plan to build on serve as rainwater sinks during wet weather.

Your local biodiversity assessment really misses the mark. There is a countless amount of wildlife along Option A zone 3. This is because you only did desk based research. Roe deer, buzzards, voles, hares, rabbits, foxes, badgers, long tailed tits, blue tits, great tits, dunnocks, robins, all frequent zone 3 around the old canal and the fields north of the A4.

Q9. 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.

As mentioned, your consultation does not provide for the view that no distributor road is the preferred option.

Option B requires an additional roundabout in zone 2 at Pewsham Way. Surely you can connect using an existing roundabout?

The proposed staggered junction at the A4 London Road for Option B is extremely dangerous. Staggered junctions cause 29% of accidents compared to roundabouts (8%) or crossroads (9%). Roads with a speed limit between 21-30mph have the highest rate of fatal crashes (34%). These are official statistics from the Department for Transport 2018. Throw in the notion that your proposals will increase the number of pedestrians and cyclists in the area, I cannot state enough that I am deeply concerned at this proposed junction.

In addition, a staggered junction at the busy A4 will create traffic jams and with that, the air quality will drop. In this area (Old Pewsham) we are lucky to have very clean air as shown by the amount of lichen growing on the trees.

As mentioned, your local biodiversity assessment really misses the mark. There is a countless amount of wildlife along Option B zone 3. This is because you only did desk based research. Roe deer, buzzards, voles, hares, rabbits, foxes, badgers, long tailed tits, blue tits, great tits, dunnocks, robins, all frequent zone 3 around the old canal and the fields north of the A4.

Option B crosses a lot of surface water as depicted in your PEOR in zones 2 and 3. Much of the fields you plan to build on serve as rainwater sinks during wet weather.

Q10. 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.

As mentioned, your consultation does not provide for the view that no distributor road is the preferred option.

You discarded Option E in your Options Assessment because of a planning application and landowner wishes. Option E was not discarded for strategic reasons. My point is, if you can join the Option C distributor road at Stanley Lane, what is the need for the rest of the Option C road to the fields south of Stanley Lane all the way to the A4 at Stanley Sports Ground? Stanley Lane meets the A4 London Road higher up already. I find this section to be pointless. I recognise you want to build housing estates in those fields in the future, but you still could and the housing can be accessed off Stanley Lane or minor access roads off the A4 further down, plus, the developers would pay to build the local residential roads.

If find it trite that you bemoan building the distributor road across Stanley Sports Ground due to historic reports of great crested newts (from your desk-based research) in one breath, and then talk about 'unlocking land for development' in the next breath. You also talk of protecting those fields for use of Stanley Sports Ground when they spend most of year drenched in rain water and are unusable. The result of which, is that you have suggested a bizarre preferred route with a long staggered junction at the A4 London Road to join Option B! Do you realise how difficult it is the turn onto that road during peak hours? You'll generate traffic jams with your proposed preferred route, drivers will make risky decisions when turning and the air quality will suffer.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Better because there is an existing roundabout and further away from the footpath, preserving a larger section of Avon Valley Walk.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Ridiculous that you have proposed to build another roundabout on Pewsham Way.

Q14. How do you travel to/from Chippenham town centre?

Car;Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Bicycle;Bus;

MSF126 (cont.)

I submitted my consultation responses using the form provided a couple of weeks ago. I would like this email attached to my form response. You should be able to match these using my name and email address provided.

The consultation form gave no clear mechanism to enable residents to object to all routes, there was not a 'no road' option presented. I do not want the comments I made on the merits

and objections to specific parts of each option, subsequently interpreted in the data that I am for the building of this distributor road. My preference is that there is no road at all.

MSF 127

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
I object to all new roads - in light of the current climate emergency these roads are unsustainable and unnecessary
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Unsuitable
- Q9. 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.**
Unsuitable
- Q10. 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.**
Unsuitable
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I object to the road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I object to the road

- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Bus;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;Bicycle;

MSF 128

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not wanted or needed;
- Q6. 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.**
Majority of residents protested against this ruination of the countryside at the consultations a few years back & now it rears it's ugly head again. No road & no huge housing development on our beautiful green fields PLEASE!!! P.s. Options below- None of these!!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 129

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Light pollution;
- Q6. 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.**
Light pollution is already a problem in rural areas especially from street lamps and commercial premises such as Wavin Plastics. Any further spread of Chippenham into rural areas will exacerbate the issue.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Option A causes the greatest loss of green space and is the closest to the River Marden and its floodplain. It impinges most on the Chippenham to Calne cycleway in zones 4 and 5 and is the most intrusive to the hamlet of Tytherton Lucas in zone 4. The implication of increased housebuilding in all zones on both the Rivers Avon and Marden floodplains is more likely to result in localised flooding that already occurs in some parts of zones 4 and 5. It is also most likely to affect adversely the load on the infrastructure of Chippenham town.
- Q9. 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.**
My comments on Option A also largely apply to Option B. There is some amelioration of the interference with Tytherton Lucas but it would still be very significant.
- Q10. 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.**
Option C is the least invasive. By restricting the scale of subsequent development, there is the least likelihood of the adverse consequences noted under Option A.

Whilst I do not accept that development to the east of Chippenham on the floodplains of the Rivers Avon and Marden is a sensible option at all when other locations are less likely to result in environmental issues, this is the least worst option.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

No opinion on this.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

No opinion on this

Q14. How do you travel to/from Chippenham town centre?

Car;Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;Walking;

MSF 130

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work; Shopping / Errands;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 131

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
longer so less likely to be used.
All zones, I note the proposal is for single lane 30mph road, this will make taking a rat run through town a more attractive option at times
It is not clear the nature of the cycle path alongside this option (if it occurs). Will it be segregated, will it be on both sides, how will it cross the proposed roundabouts/junctions, ie will cycle path have to give way to all traffic, or will they be prioritised
To have a truly informed position it would be good to see how the link road progresses once connected to Rawlings Farm development
- Q9. 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.**
More detail needed of how it crosses A4 in zone 3/4, other 2 options show roundabouts, this options shows of set junction, as if traffic on new ring road has to join A4 for a short distance.

All zones, I note the proposal is for single lane 30mph road, this will make taking a rat run through town a more attractive option at times

It is not clear the nature of the cycle path alongside this option (if it occurs). Will it be segregated, will it be on both sides, how will it cross the proposed roundabouts/junctions, ie will cycle path have to give way to all traffic, or will they be prioritised

To have a truly informed position it would be good to see how the link road progresses once connected to Rawlings Farm development

Q10. 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.

Zone 1, to me it would be better to start new ring road from existing lackham roundabout than create new roundabout 100 m north west on B road. I can see this creating log jams with traffic turning onto new ring road backing up onto Lackham Roundabout. Seems very bendy without obvious places to overtake so making it a less attractive option than nipping through town. However I note that the proposal is for 30mph road, so I assume this will be a problem for all options.

It is not clear the nature of the cycle path alongside this option (if it occurs). Will it be segregated, will it be on both sides, how will it cross the proposed roundabouts/junctions, ie will cycle path have to give way to all traffic, or will they be prioritised

To have a truly informed position it would be good to see how the link road progresses once connected to Rawlings Farm development

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Option 1 seems much better as it feeds directly onto existing roundabout and Pewsham spine road,

There is no indication of the nature of how cycle path from ring road will link with this link road, and how cyclist will rejoin carriageway as there is no existing cycle path on existing roads (A4 and pewsham spine road.)

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

this will increase congestion on Pewsham Way by creating new roundabout, and need more vehicles to have to share pewsham way (A4) before turning onto pewsham spine road.

This new roundabout makes using a rat run through London road to avenue le fleche a a more attractive option at times

There is no indication of the nature of how cycle path from ring road will link with this link road, and how cyclist will rejoin carriageway as there is no existing cycle path on existing road (A4)

Q14. How do you travel to/from Chippenham town centre?

Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Bicycle;Walking;

MSF 132

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 133

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;

Q6. 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.

I do not want any of these equally terrible options! There needs to be a fourth option: 'NO ROAD'.

There are few employment opportunities in Chippenham and the Council has not made a case for thousands of houses here - we do not need a new road or the associated houses. Also, why is Chippenham's housing target nearly 5000 more than the Government is requesting?

Despite the claims that this will ease congestion in the town, the road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

I do not want any of these equally terrible options! There needs to be a fourth option: 'NO ROAD'.

There are few employment opportunities in Chippenham and the Council has not made a case for thousands of houses here - we do not need a new road or the associated houses. Also, why is Chippenham's housing target nearly 5000 more than the Government is requesting?

Despite the claims that this will ease congestion in the town, the road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.

Q9. 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.

I do not want any of these equally terrible options! There needs to be a fourth option: 'NO ROAD'.

There are few employment opportunities in Chippenham and the Council has not made a case for thousands of houses here - we do not need a new road or the associated houses. Also, why is Chippenham's housing target nearly 5000 more than the Government is requesting?

Despite the claims that this will ease congestion in the town, the road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.

Q10. 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.

I do not want any of these equally terrible options! There needs to be a fourth option: 'NO ROAD'.

There are few employment opportunities in Chippenham and the Council has not made a case for thousands of houses here - we do not need a new road or the associated houses. Also, why is Chippenham's housing target nearly 5000 more than the Government is requesting?

Despite the claims that this will ease congestion in the town, the road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I do not want any of these equally terrible options! There needs to be a fourth option: 'NO ROAD'.

There are few employment opportunities in Chippenham and the Council has not made a case for thousands of houses here - we do not need a new road or the associated houses. Also, why is Chippenham's housing target nearly 5000 more than the Government is requesting?

Despite the claims that this will ease congestion in the town, the road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I do not want any of these equally terrible options! There needs to be a fourth option: 'NO ROAD'.

There are few employment opportunities in Chippenham and the Council has not made a case for thousands of houses here - we do not need a new road or the associated houses. Also, why is Chippenham's housing target nearly 5000 more than the Government is requesting?

Despite the claims that this will ease congestion in the town, the road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;On foot;Car;Bus;

Q15. Why do you travel to/from Chippenham town centre?

For shopping.;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 134

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
NO TO THE ROAD;
- Q6. 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.**
NO TO THE ROAD
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
NO TO THE ROAD
- Q9. 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.**
NO TO THE ROAD
- Q10. 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.**
NO TO THE ROAD
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO TO THE ROAD
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NO TO THE ROAD
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
NO TO THE ROAD;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 135

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Taxi;

MSF 136

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
All these options are unnecessary unless you are planning to build 7000 houses. There needs to be an option of no extra roads otherwise the consultation has not covered all options. It is obvious to anyone that this road would not be needed nor could the full cost be afforded without the extra houses that Wilts Council wants to build causing an environmental calamity
- Q9. 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.**
All these options are unnecessary unless you are planning to build 7000 houses. There needs to be an option of no extra roads otherwise the consultation has not covered all options. It is obvious to anyone that this road would not be needed nor could the full cost be afforded without the extra houses that Wilts Council wants to build causing an environmental calamity
- Q10. 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.**
All these options are unnecessary unless you are planning to build 7000 houses. There needs to be an option of no extra roads otherwise the consultation has not covered all options. It is obvious to anyone that this road would not be needed nor could the full cost be afforded without the extra houses that Wilts Council wants to build causing an environmental calamity

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

All these options are unnecessary unless you are planning to build 7000 houses. There needs to be an option of no extra roads otherwise the consultation has not covered all options. It is obvious to anyone that this road would not be needed nor could the full cost be afforded without the extra houses that Wilts Council wants to build causing an environmental calamity

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

All these options are unnecessary unless you are planning to build 7000 houses. There needs to be an option of no extra roads otherwise the consultation has not covered all options. It is obvious to anyone that this road would not be needed nor could the full cost be afforded without the extra houses that Wilts Council wants to build causing an environmental calamity

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 137

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
The council needs to cancel the project and question their understanding of what is sustainable.
- Q6. 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.**
Now many times do you say sustainable or sustainability in your video? Roads and houses! We need to start re-wilding Chippenham and the surrounding area, not building over it. Concrete, houses and more cars are not sustainable. Diverting cars out of the town center and easing traffic congestion by tarmacking over the countryside is not the same as being sustainable. STOP GREENWASHING! Growth is not sustainable. You might argue it is worth additional CO2 and loss of nature, which I do not agree with, but it is not the same as being sustainable! Future Chippenham is more of the same flawed philosophy that has us heading at a frightening speed towards extinction. If you think that is an exaggeration then you are badly informed. Why did Wiltshire bother declaring a climate emergency if you are going to keep building roads and houses, it is complete madness. Have you even bothered to work out the carbon cost, do you care?
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Your road WILL increase flooding as you are adding to the already catastrophic CO2 levels in the atmosphere.
- NOTE: On question 7 there should be an option that none of the routes are any good. DO NOT USE this reply to say I prefer option A, then B then C. I do not agree with any of them. You probably won't even read this anyway.
- Q9. 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.**
Criminal! As is A!

- Q10. 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.**
Also Criminal, as is A!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Should be cancelled.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Should be cancelled.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 138

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bus;

MSF 139

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Relief road not required
- Q9. 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.**
Relief road is not required
- Q10. 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.**
Relief road is not required
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 140

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
Too intrusive on landscape in Zones 2-3-4
- Q9. 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.**
- Q10. 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.**
link to A350 in Zone 1 is not effective
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
to cross Chippenham North to South to access Bowood;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 141

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 142

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation;
- Q6. 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.**
There should be a 4th option - no distributor road at all. I can't rank them below. They're so similar it's a case of do you want X, X or X. There is no choice. More roads is not progress but further damage to our environment and adding to climate change and destruction of the planet.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
See above
- Q10. 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.**
See above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't take our countryside away and lock us within a major polluting noisy unwanted or needed road.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't take our countryside away and lock us within a major polluting noisy unwanted or needed road.
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Bank. Shop occasionally. The town centre is dying due to high rents and expensive car parking. ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Car;

MSF 143

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 144

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation; Reducing 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; Increasing accessibility and parking to the town centre. Reducing light pollution. Protecting natural habitat of wildlife;

Q6. 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.

There needs to be an option of "No Road". This is vital in a fair consultation - you need to provide a fair way of voicing this opinion.

None of the options presented offer benefit to Chippenham town centre or traffic congestion. By adding 7500 homes and the increase in traffic from the M4 the town centre and traffic congestion and emissions will be many many times worse.

The 3 options do not offer real choices - the inner route is actually nearly the same length as the middle route and the outer route covers thousands of acres and should never have been offered as an option, covering 1600 acres, doubling the town in size and the road is nearly as close to Calne as it is Chippenham!

The inner road should simply increase the width of Pewsham Way and run straight across to the Lackham Roundabout.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

The 3 options do not offer real choices - the inner route is actually nearly the same length as the middle route and the outer route covers thousands of acres and should never have been offered as an option, covering 1600 acres, doubling the town in size and the road is nearly as close to Calne as it is Chippenham!

This option does not make sense! When the World is looking to reduce emissions and preserve our environment why would you even suggest an option that has zero benefits.

It is the mostly costly option and increases 100 x Noise pollution, light pollution, CO emissions – none of these have been quantified or investigated but no doubt to not support any green initiatives. It looks more like a bypass showing no roundabouts to slow down traffic and is nearly as close to Calne as it is Chippenham, a clear aim of encouraging M4 traffic along this route which is unlikely to have a 30mph speed limit! If the Future Chippenham team think they can get away with this option they will with even more properties than the 7500 already suggested.

Q9. 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.

The 3 options do not offer real choices - the inner route is actually nearly the same length as the middle route and the outer route covers thousands of acres and should never have been offered as an option, covering 1600 acres, doubling the town in size and the road is nearly as close to Calne as it is Chippenham!

This looks like the option the HIF team are really looking at although it does seem worrying that they haven't really considered how the new road crosses the A4 between Stanly Park and the Hyundai Garage. It looks like it joins the A4 for a few m's then comes off it again rather than putting in a roundabout.

Surely this should be the "outer option" and option A disregarded.

Zone 3 shows a total disregard for the land and wildlife across the Marden Valley without investments into light pollution, noise pollution and saving our wildlife habitat. The only purpose of this option is to allow houses to be built on Council Land and increase traffic flow from the M4 which should actually be using existing roads on the west side of the town. Remove the road through one 3 and one 4 altogether and keep Chippenham a market town.

Q10. 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.

The 3 options do not offer real choices - the inner route is actually nearly the same length as the middle route and the outer route covers thousands of acres and should never have been offered as an option, covering 1600 acres, doubling the town in size and the road is nearly as close to Calne as it is Chippenham!

This is a red herring and only presented to show a "shorter route inner route" but isn't actually much shorter than option B (only 100m) and presents more challenges going through Stanley Park (why would any option do this?!) and mitigate habitat loss to the Great Crested Newt (which has cost £1m in other similar projects). It includes an extra roundabout by Lackham which adds cost and a potential point of congestion for traffic.

Surely the Inner Route Option should be notably shorter and a more direct route, it would make more sense to run from Rawlins green directly past Abbeyfield school, then run closer to Pewsham Way (or potentially widen this existing road?) and then run straight to Lackham roundabout.

Q11. Please rank the potential Pewsham link road options into order of preference.

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 145

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 146

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity;Easing traffic congestion and improving journey times;Preserving and protecting heritage assets;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Perfect layout for the road
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;Bus;Bicycle;

MSF 147

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
No road!
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
No road!
- Q9. 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.**
- Q10. 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.**
No road!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road!
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 148

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;Car;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bus;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;

MSF 149

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
I don't think we should have the road at all
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Walking;

MSF 150

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; By expanding Chippenham to the West is a better solution for Chippenham on so many fronts.;
- Q6. 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.**
By expanding Chippenham to the West you avoid the ecological damage, Carbon Footprint of building two or more bridges, and reduce reliance on the car owing to the close proximity to Bath Road, Methuen Park, and Bumpers farm employment. In addition, the supermarkets are also sited to the west, as well as two out of three Secondary Schools. Close links to the A350 Trunk Road and not building next to River Avon. The rest of your consultation is heavily biased toward which is my preferred route when I am making a valid case NOT to build any of them.

A couple of pedestrian/cycle bridges over the A350 is better than huge great long bridges over the Avon.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
It has the longest route, has the longest bridges as well as two additional bridges over the canal.
It takes the perimeter of Chippenham too far into the countryside.
Only a relatively small amount of employment land compared to the potential numbers of houses.
Takes away the the use of Stanley Lane and the National Cycleway for people in Pewsham. If you look at the number of cyclists and walkers using it now.
Makes Stanley lane a major route from both Pewsham and Bremhill directions, with cars trying to access the distributor road.

- Q9. 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.**
Once again two very long bridges.

Opens up too much area to build on.

Destroys the habitat of species.

Takes away the enjoyment of the cycle track and footpaths in open countryside for people in Pewsham.
- Q10. 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.**
Listening to your Zoom presentation last night I guess this is the best of a bad set of circumstances, but only to build the link from Pewsham Way to Patterdown to help with the traffic congestion at the Bridge Centre.

It gives a link to the A350 Trunk Road.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It the only one and should only be used for a link to Patterdown and the A350.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
I never use the centre of Chippenham. I don't understand the facination with rejuvenating the town centre. Expand the infrastructure where the work areas are and the retail sites are as well as the two secondary Schools.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 151

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;There shouldn't be a new road built!
- Q6. 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.**
When facing a climate emergency we should not be building new roads. Support people to get out of their cars, invest in better and affordable public transport. New road is not the answer
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
There is a climate emergency and we should not be building new roads
- Q9. 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.**
Climate emergency - we don't need new roads
- Q10. 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.**
We don't need new roads. Having funding from government is not reason enough to destroy the countryside and encourage driving.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't build new roads
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No new roads needed

- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;Bicycle;Walking;

MSF 152

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
not having the road at all ;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I thought there would be opportunity to discuss why these roads are needed, why are we not planning in line with active communities and zero carbon bus, cycle and walking routes, with community ride share schemes
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;to shop;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Bicycle;Bus;

MSF 153

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation; Preserving and protecting heritage assets;

Q6. 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.

We are in a Climate and ecological emergency. Wiltshire council has itself declared a climate emergency.

The idea of Sustainable growth is nonsense. With a growth of 3% per year you double the size of the economy every 24 years and with it resource usage. Not sustainable.

Where is the carbon budget for the proposals and how will meet Wiltshire objective of net zero?

The roads pass through farmland. With 4 degrees C of warming - more possible than people realise Richard Betts IPCC, Wiltshire temperatures will hit 40.7 degrees C in the summer - UK Met office, by 2070.

World food supplies will be disrupted. Mass migration will occur. This land will be needed to grow food.

The fact this consultation doesn't include a none of the options demonstrates how out of touch Wiltshire Town council are with current science. This is not a consultation it is an imposition at a time when 25% of UK mammals face extinction, 41% of UK species are in decline since the 1970s, and 97% of wildflower meadows have been lost since the 1930s.

You should be ashamed of yourselves. Your actions will not be judged well by Future generations. At a time when you knew the need to act now you continue on a business as usual model.

I reject all of the options and ask that you take your declaration of a climate emergency seriously.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 154

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation;
- Q6. 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.**
None of these options are acceptable. All put a road over the most peaceful stretch of the Avon in this area. Just wrong. By
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;

- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 155

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Over 66 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation;Reducing 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;

Q6. 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.

Detailed information needed before one can consider Council's plans especially where alternative routes are offered for consideration . There are very important matters which have not been mentioned as follows :

Have the Rail and River Authorities agreed the construction of bridges ? Will farmland land divided by the new road be made accessible to owners of farms and how will this be achieved ? Has Wiltshire Council's costs of providing this new road been based on inflation as construction is not to take place for some time ?Do costings include compensation for compulsory purchasing of land as well as compensation to others who will be affected by this new road ? Chippenham is possibly surrounded by Anglo Saxon and Roman sites of historic significance but now buried

so has Wiltshire Council contacted appropriate interested bodies to establish which areas will need preserving ie not be covered by a new road ? Will the Council provide much more evidence that a new road is absolutely necessary

when public opinion is becoming increasingly apposed to it ?

Q7. Please rank the three potential road route options into order of preference.

Option A - Outer route ;Option B - Middle route;Option C - Inner route;

Q8. 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.

Please read my previous comments . This is a ruse to try to obtain confirmation that this road is required.

I will not answer this question where there is a complete lack of important information provided to enable one to decide if the road itself is necessary .

- Q9. 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.**
See my previous comments .
- Q10. 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.**
Please read my previous comments .
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
To shop Go to bank Go to chemist;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bus;

MSF 156

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Should not be built;
- Q6. 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.**
This will only increase traffic along the A4 as people will use this route to access melksham via the back route
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Cutting over the canal south of Pewsham locks will destroy alot of bio diversity. Have you actually been out there ?
- Q9. 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.**
None
- Q10. 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.**
Dont want any
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Any of the above will increase traffic around pewsham way as people coming from the south will use this route to get into town
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;Bicycle;On foot;

- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;Car;

MSF 157

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
Zones 1-5 - this whole scheme appear to go far too wide. This is supposed to be a distributor road, but having such a wide arch will only encourage development on one side of it, as has happened along Cepen Park. A distributor road should be able to distribute to both sides of itself, otherwise it just become a ring road, which I do not think it what Chippenham wants/needs
- Q9. 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.**
This would appear to be the lesser of three evils in respect of the route it takes, but little regard appears to have been given to the existing farm buildings in zones 1 and 2 in particular. It would appear more logical for this route to follow the route of the outer option through zones 1 and 2 before coming back towards the route shown for the inner route through zone 3, 4 and 5
- Q10. 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.**
This is an absolute travesty of a route.

In zone 1 the link to Pewsham cuts across a lovely walk that is parallel to Avenue La Fleche.

Through zones 1 and 2 it is far too close to existing farm buildings.

In zone 2 (and 3?) it cuts through part of the Stanley Park playing field. This should be the pride of the town and will be even more essential to maintain (and grow) if 7500 houses are to be added to the town. It is beyond belief that you would even consider this. Whilst the consultation document refers to mitigation, given how long the efforts were to get this facility in the first place, I have no faith that this would be have a satisfactory result and whilst the wrangling happens the children of Chippenham would lose out. If this plan were to be approved, it must be conditional upon the mitigation works for Stanley Park being fully completed and replacement facilities fully installed before works on the road commenced.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

If I could have chosen not to rank this at all, I would have done. It is far too close to Mortimer's Wood and dissects the walk that runs parallel to Avenue la Fleche

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I don't like either option.

It would surely make more sense for the inner and outer routes to link with Avenue La Fleche at the existing roundabout at the end of King Henry Drive. There are enough roundabouts on this road to cause traffic already; why not use the existing one? Otherwise, you will have cars joining ALF at King Henry Drive and just to then a queue for the new roundabout down to the link.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 158

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Preserving and protecting heritage assets;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Bus;Car;

MSF 159

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 160

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
I am opposed to any of the 3 options;
- Q6. 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.**
For many years there have been plans to build on the farmland where we live. This land frequently floods, has links to the countryside, the river, the rebuilding of Pewsham Lock and is home to wildlife including bats, squirrels, dress, foxes and owls.

I oppose all 3 options and feel Wiltshire Council are asking the wrong questions to the people of Chippenham. They should be asking 'Does the town have the infrastructure to facilitate the building of so many homes? Is the distributor road really the answer? Lastly, is it really needed through our countryside?'
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 161

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Providing living space for UK's growing population;
- Q6. 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.**
The UK population is ever increasing and people need a place to live
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I think being further away from the existing residential area will provide some space for growth
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 162

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
This plan is a dreadful idea. A road through this green space will ruin it.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This will ruin the countryside.
- Q9. 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.**
This will ruin the countryside.
- Q10. 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.**
This will ruin the countryside.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This whole plan is a terrible idea.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
This whole plan is a terrible idea.
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 163

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Protecting and enhancing biodiversity e.g. animal and plant habitats;Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Should b option 4 - no road
- Q9. 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.**
Should b option 4 - no road
- Q10. 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.**
Should b option 4 - no road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Should b option 4 - no road
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 164

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Brother From Another Ltd.
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; see below;
- Q6. 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.**
There should be no distributor road and no new development. The land in question is totally unsuitable, and the lack of jobs in the town make a development of this size questionable.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
No distributor road!
- Q9. 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.**
No distributor road!
- Q10. 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.**
No distributor road! Dismayed to see these three options are essentially the same. Where is the 4th option for 'no road'?
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No link road!

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

No link road!

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 165

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation; Reducing air/noise pollution;
- Q6. 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.**
Baffling that this is the solution to an apparent traffic problem. I have lived in Chippenham for years, and regularly travel to other towns and cities for work. Let me assure you, we most definitely do NOT have a traffic problem, when compared to places like London, Birmingham. This form has no option for rejection of the distributor road. Please sort this.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
Not viable
- Q9. 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.**
Not viable
- Q10. 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.**
Not viable
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not viable

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not viable
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 166

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Guitar lessons Chippenham
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution;
- Q6. 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.**
THIS FORM NEEDS AN OPTION FOR NO ROAD. Highly misleading questions designed to get the council the answers they want.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
Why isn't there an option for 'NO ROAD'?
- Q9. 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.**
Why isn't there an option for 'NO ROAD'?
- Q10. 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.**
Why isn't there an option for 'NO ROAD'?
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Why isn't there an option for 'NO ROAD'?
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Why isn't there an option for 'NO ROAD'?

Q14. How do you travel to/from Chippenham town centre?

Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 167

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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 we just want t Chippenham bypass then this is the route to choose, however if we want to support developments of leisure, heritage, housing and connecting them together then this is too far out. It would be interesting to know how this may link to any future development plans of the A350.
- Q9. 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.**
I prefer this option as it is less intrusive to my current location on Monkton Park. It seems to be the best of both worlds and meets objectives. I would also like to understand more about how this would link to any development of a new road out of Monkton Park to alleviate traffic on Station Hill and Darcey Close (once Rawlings Park development underway).
- Q10. 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.**
This is too close to my current location, however I do appreciate it is the cheaper.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Too close to ancient woodland.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
N/A
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Car;

MSF 168

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Easing traffic congestion and improving journey times; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
Why is there no link road to Monkton Park included. This would relieve traffic from the town centre & make the railway station more accessible rather than one road in & out down station hill.
- Q9. 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.**
Why is there no link road to Monkton Park included. This would relieve traffic from the town centre & make the railway station more accessible rather than one road in & out down station hill.
- Q10. 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.**
Why is there no link road to Monkton Park included. This would relieve traffic from the town centre & make the railway station more accessible rather than one road in & out down station hill.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 169

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Protecting the green belt and farm land;
- Q6. 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.**
The land that is being proposed for this development is farm land with diverse animal and plant habit and should remain so. I do not agree with any of the proposed routes and believe that the sheer nos of proposed houses will outway any new roads and the loss of a green landscape and will not provide any benefit. Housing should be focused to the North of the town, nr the motorway. I also don't believe that the community have been consulted sufficiently and are being forced to accept one of three options that will totally ruin the countryside around South Chippenham.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Oppose
- Q9. 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.**
Oppose
- Q10. 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.**
Oppose
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Oppose

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Oppose

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

I travel from pewsham to Corsham. I do not travel through the town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 170

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Why these roads are needed at all. MAAssive environmental impact;
- Q6. 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.**
Loaded question Why do we need MORE roads. Focus needs to be on reducing traffic not creating more. Chippenham and the surrounding area needs better public transport not more roads.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Don't build it
- Q9. 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.**
Don't build it
- Q10. 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.**
Don't build it
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't build it
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't build it
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work; I am disabled I cannot get to town other than by car;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 171

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; This road is not needed and should not go ahead;

Q6. 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.

Other proposals for smaller pockets of construction in this vicinity have been rejected in recent years, so one wonders why has this huge proposal for a new road and 7,500 houses has appeared now? The entire Pewsham Electoral Ward, which includes Pewsham Village as well as the large modern estate, only has around 1880 households, so the scale of the proposed house building on the west of Chippenham is massive. The proposed construction is over three times larger than the current Pewsham estate – the proposed development will have a population the size of Calne and would immediately increase the population of Chippenham by one third. It will require primary and secondary schools, health services, supermarkets, leisure facilities and more. In terms of health care facilities it will severely impact the tiny Chippenham Hospital and may well result in the sort of shortage of GP services that Melksham has seen in recent years following development there, especially as the exodus of exhausted GPs that the country has seen in recent years is forecast to increase once the pandemic has been dealt with.

Surely a scheme on this scale requires more than two months' 'consultation'? Haven't we moved on from the 1950s when massive road schemes and new towns were imposed on powerless communities by planners who thought they knew better, but have been since proved to be on the wrong side of history? Make no mistake, a proposed development that will have a population the size of Calne is a 'new town'.

The Council's consultation document says that they want the road and housing proposals to be considered separately, but they can't be because the only function and justification for this road is to facilitate the construction of the housing development. The road is simply not needed by the few people who currently live on the east side of the town. The Council's document claims that the road would facilitate access to the M4 when in fact the proposed road goes in the opposite direction.

The Council's consultation document states that their "Environmental objectives [are] • 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." The document goes on to say that "The Core Strategy will be focused on... tackling the causes and effects of climate change." It is difficult to see how this is possible by building a new road and 7,500 houses on farmland and land currently used as green leisure space.

The Road

New roads increase traffic not decrease it. As Professor Phil Goodwin has shown, there is published evidence going back many decades that new roads create more traffic rather than reducing congestion.(1) In 1994 the Standing Advisory Committee on Trunk Road Assessment showed that average traffic flow on 151 improved roads was 10.4% higher than forecast and 16.4% higher than forecast on the 85 adjacent routes that the improvements had been intended to relieve. In a dozen more cases the increase in traffic ranged from 9% to 44% in the short run and 20% to 178% in the longer run. The conclusion was: "An average road improvement...will see an additional 10% of base traffic in the short term and 20% in the long term."(2) This has been accepted by the Department of Transport and other reports from the USA and Europe have since demonstrated similar results. Furthermore, studies of bypasses such as that in Newbury have shown that reductions in town centre traffic levels were less than originally forecast and the subsequent regrowth in traffic levels on the bypassed roads and the new road resulted in a considerable overall increase in traffic.(1)

So any claim by the Council that this road will reduce congestion is wrong and the opposite has been shown time and again to be the case. CONTINUED BELOW

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

As the consultation document makes clear, these houses will be marketed at people working along the M4 corridor and, as the stated aim of the road is to ease access to the M4, then it is obvious that the Council intends to increase traffic on this and surrounding roads as the residents travel to their jobs. If any of the residents of the new houses wish to use the train to get to work then they will have to drive into town because many of these houses, especially in the south of the development, will be too far from the station to walk or cycle. Thus congestion in the town centre and especially on Station Hill/Cocklebury Road will be made worse.

The argument that the road is needed to ease access to the M4 for current residents is spurious because the proposed road goes nowhere near the M4. The A350 is the main route to the M4 and the idea that anyone would wish to drive a circuit of Chippenham to reach it is fanciful. So the only argument for the new road is so that houses can be built along it.

Air pollution - The UK has consistently failed to meet legally binding targets to reduce air pollution. On average transport is responsible for 80% of NOx emissions at the roadside. Air pollution poses critical threats to the health and well-being of residents. There are an estimated 23,500 UK deaths annually from nitrogen dioxide

concentrations and exposure to small particulate matter pollution is estimated to result in nearly 29,000 deaths in the UK each year. A report by the Royal College of Physicians and the Royal College of Paediatrics and Child Health(3) found that outdoor air pollution is linked to around 40,000 deaths a year and estimated that the impact on public health by this pollution costs the UK more than £20bn annually - 16% of the annual NHS budget. It found that air pollution plays a role in many chronic conditions such as cancer, asthma, heart disease, and neurological changes linked to dementia. It concluded that the concentration limits set by the government and the World Health Organization are not safe for the whole population and leave certain groups vulnerable. The Council should not be seeking to increase pollution levels by building new roads and increasing road use.

Residents do not support new roads. Opinion polls and surveys over recent years have consistently shown that most people prefer to improve public transport and, if money is to be spent on roads, they want it to be spent fixing potholes not adding new capacity. With the changes that have been wrought in working and commuting over the last year by Covid 19 the Council would be very ill judged to go ahead with this road scheme as, largely because of a rapid move to home working, fewer road journeys are being made and the public is highly supportive of expanding local transport options. A recently commissioned poll by MPs showed that fewer than one in seven people want money spent on more or bigger roads.(4) The report shows that residents want more and better cycle lanes and bus services rather than major road building investment. Wiltshire should not be encouraging more road use and instead should be seeking to be a leader in sustainable transport.

CO2e. As well as the CO2e emissions which this road will cause through the extra traffic it will generate (discussed above), the construction of the road itself will generate emissions that will exacerbate global warming. Whilst this is difficult to calculate because it depends on the sources of power used in the extraction, import and manufacturing of the aggregates, all routes require multiple flyovers which require more construction materials than a stretch of regular road. This project could result 200 tonnes of CO2e being put into the atmosphere before anyone drives on it. CONTINUED BELOW

Q9. 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.

The effect on the natural environment. The current environmental crisis is not just about global warming, but is also about the catastrophic collapse of Britain's bird, mammal and insect populations which will have wide-reaching consequences for food production and the wider environment. All roads are a barrier and hazard to wildlife and roads in the wrong places can destroy and fragment wildlife habitats, as well as harming landscapes that are important for their nature, geology, historical or aesthetic value. Noise and light pollution can also cause underestimated damage. Only this week scientists have shown that noise pollution from roads diminishes birds' ability to find food and that noise pollution has "previously unconsidered consequences for wildlife"(5).

Driving a large road through an environment which currently has underused country roads and, in the case of the southern section, has no roads at all and is open countryside, will have untold consequences for birds, mammals and insects. This road scheme will both destroy and fragment wildlife habitats by driving a tarmac killing zone through existing wildlife corridors. Evidence from the annual Road Death report on animal fatalities shows that putting large roads through a rural area has a

disproportionate effect on wildlife fatalities, with deer, owls, kestrels, hares and smaller mammals that live in arable, pasture and woodland being disproportionately affected. It goes on to say, "Due to the impact of road casualties it has been suggested that barn owls are unable to sustain viable breeding populations in close proximity to...roads...and that road casualties may even be responsible for suppressing the populations of some of our common mammal species on a local scale. There are also a significant number of human fatalities and a considerable economic cost associated with collisions between vehicles and wildlife."(6)

As noted above, whilst the Council would prefer the housing development to be ignored for now, it cannot be because it is their reason for building the road.

Housing

There are already 5090 new homes planned in Chippenham 2006-2026. Which puts Chippenham in 3rd place in Wiltshire for new development behind Trowbridge and Salisbury(7). This is almost twice the development planned for any other town in Wiltshire – surely Chippenham has 'done its bit' for new housing in Wiltshire? But instead the Council seem to be burdening Chippenham with the responsibility of providing Wiltshire with almost a third of its housing target over the next 15 years (nearly 13,000 homes out of a target of 40,000 countywide by 2036).

The Council's proposal claims that 40% of the new houses will be 'affordable', but the number of new homes completed 2016-19 in Chippenham was 462 with only 31 of those being 'affordable' which less than 7%(8). This is even worse than the national picture which has less than 10% of new builds being affordable, with developers often invoking "viability assessments" to evade their obligations. So the council's suggestion that 40% of the new estate will be 'affordable' should be viewed with a very large pinch of salt. And that's before you get into the debate around whether 'affordable' homes are actually affordable.

The proposed scheme is unimaginative and short-sighted. The £6.22million that Wiltshire Council has already spent on this unwanted project could have more profitably have been spent on conducting an in-depth survey of urban and brown field spaces in its towns and focussing construction in these areas to spread the housing rather than single massive imposed developments. Empty offices, industrial units or space above existing shops could be converted into housing. There are unused and derelict spaces within Chippenham town centre which could be converted. All of this has less impact on the environment than building houses from scratch. In light of the under use of business CONTINUED BELOW

Q10. 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.

spaces during the current pandemic and the commitment of many firms to their staff continuing to work from home once life returns to normal, it seems premature to commit to such a large housing and road development before the effects of the changes wrought by Covid 19 on the work patterns of the county are known – there may be many more commercial spaces freed up for development post-pandemic. The housing demand is for smaller units rather than larger detached houses, so splitting current detached houses into smaller units makes more sense. In Wiltshire there are currently 1,675 homes that have been empty for more than six months and over 1500 more are used as second homes – these should be charged full council

tax to either raise revenue or to encourage the owners to bring them back into full use(9).

Chippenham has a vibrant housing market with properties available at all sizes and prices, even before the existing developments along the A350, Rowden and Bird's Marsh are completed. But many properties take quite a while to sell – some over a year – and some change agents or leave the market temporarily to be decorated or rented out for a short time before the vendor tries again, which demonstrates that Chippenham does not have an undersupply of housing for locals and people moving to the area to work. So who are these proposed houses aimed at? The Council's consultation document says that the aim is for Chippenham to become a dormitory town for industries along the M4 corridor – thus encouraging more people to use their cars to commute along the M4 and other arterial roads – but it would be more efficient and environmentally sustainable for towns where these people work to provide desirable and affordable housing. As noted above this money should be spent on improving the current public transport infrastructure and adapting roads for safe cycling and for new cycle routes that avoid roads altogether rather than on new roads. Much of this new town will be built too far away from other infrastructure and will therefore force the inhabitants to use their cars to travel to work/schools/leisure activities/health care – indeed you will be building a new road that encourages them to do just that.

Farming Taking such a large amount of farmland out of production is very short-sighted in the light of Britain needing to grow more of its own food. There is a growing desire of many people to eat more local produce rather than imported produce to avert climate change. Coupled with this is the still unclear effect that Brexit may have on imports and food security which may result in us needing to increase UK food production.

Environment This massive housing development will also have a catastrophic effect on wildlife as habitats will be totally destroyed by the houses built on the countryside, so everything said above under The effect on the natural environment regarding the road would be incomparably worse when the housing development is considered, and that is before the new residents introduce several hundred domestic cats to finish off the remaining bird and small mammals populations which survived the developers' diggers. 26% of the UK's mammals are at risk of becoming extinct, with hedgehog and dove populations having crashed by over 95% since the 1950s and toad populations by 68%(10). We can't afford to lose greenfield sites to massive developments like this.

Pollinators. A recent project in Kent found approximately 50% fewer insects over the last 15 years. The decline in insect numbers should be regarded as an existential threat to the health of our planet and future human generations as 75% of our food crops rely on pollination by insects (as well as the insects becoming food for other animals), and habitat loss due to development is a major cause of this decline(11). Building over farmland for this road and housing project will have a seriously deleterious effect on our insect life. CONTINUED BELOW

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

With the numbers and diversity of our native flora and faunal species in free-fall, how can the council of a rural county contemplate habitat destruction for the road and housing development on this scale?

CO2e The effect on the environment of a new build home is to release an average of 43 tonnes of CO2e into the atmosphere, so this development would release over 300,000 tonnes of CO2e(12) into the environment (for which we would need to plant 645 hectares of woodlands to sequester the carbon) before anyone began to live in them. The effect of building on this scale would only be mitigated by ensuring that only the most environmentally friendly and insulating construction materials were used and that every house had solar panels and heat pumps.

Flooding The construction of a new town on this scale will have a massive effect on the water table. Water will not be able to soak into the farmland and will therefore exacerbate the flooding along Maud Heath's Causeway and Langley Burrell. The flooding that happens many times each year in the Westmead area of Chippenham will only be made more frequent and more far-reaching along the River Avon by this development. As flooding at the bottom of Chippenham High St has only been dealt with in recent years this flooding will in all likelihood return (especially with the increased flooding risk caused by climate change).

Local residents. The effects of Covid 19 have shown how important green spaces are for our mental and physical health. People taking their daily exercise along the Sustrans cycle route and the Wilts & Berks Canal will find themselves not walking through a green space where the only sounds are those of the natural world, but will find themselves walking under concrete flyovers with the consequent negative effects of air pollution, noise pollution, litter, toxic water run-off, etc. The views that users of these amenities will see once this development is completed will not be woodland and fields but a main road, feeder roads and houses.

In Conclusion

In February 2019 Wiltshire council 'resolved to acknowledge a climate emergency and seek to make the county of Wiltshire carbon neutral by 2030.'⁽¹³⁾ This included commitments to 'develop a woodland and tree planting policy', 'developing a new carbon reduction strategy', 'the vision for a green infrastructure network for Wiltshire', 'decarbonising our economy and helping to deliver the national climate change targets'. You also said, 'We will continue to engage with communities to work collaboratively towards achieving the country's decarbonisation goal'. It says a lot about my naivete that, following such declarations, I thought it would mean the end of such monolithic insensitive planning and would lead to smaller, more sustainable urban development which could use existing infrastructure and amenities. Where does destroying the natural environment to build an unwanted new road system and 7500 new homes fit into your climate commitments? This plan shows that your acknowledgement of a climate emergency is not worth the pixels used to publish it when Wiltshire Council over-rides local views to inflict these houses and roads on existing communities and the environment. Wiltshire CPRE had it right in their response to Wiltshire Council's climate emergency pledge citing the Council's responsibility for '...loss of green field and rural character, urban sprawl...increased traffic, lack of school places, air quality, impact on habitat and biodiversity and lack of infrastructure to support an increase in population.'⁽¹⁴⁾ Someone of a more cynical

turn of mind might wonder if the Council chose to apply for funding that was required to be spent in such a short time frame so that the plan could evade proper scrutiny.

CONTINUED BELOW

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

As members of the Council, who have a level of power and authority beyond the ordinary Wiltshire resident, when your children or grandchildren ask you in 15 years' time what you did to alleviate the climate crisis you will be able to tell them proudly that you voted to put a minimum of a third of a million more tonnes of CO₂e into the atmosphere from one small part of North Wiltshire alone. What is the point of residents trying to do their bit to cut their carbon footprints by changing their diets, changing their commuting and shopping habits, swapping to greener energy if our Council immediately negates those changes by pumping over 300,000 tonnes of carbon into the atmosphere without our consent? Public, scientific and, increasingly, political opinion is moving away from such unsustainable insensitive large developments on greenfield sites and I hope that Wiltshire Council comes to realise this before, rather than after, imposing this massive development on a rural community.

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Q14. How do you travel to/from Chippenham town centre?

On foot;Bicycle;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;

MSF 172

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
There needs to be a further option -NO ROAD;
- Q6. 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.**
Chippenham is a market Town, albeit it has quadrupled in size since my childhood. It does NOT need any further housing. If the government are forcing Wiltshire County Council to build more houses then that should be made VERY clear. As the vast majority of market towns are in the North of the County perhaps the balance needs to be redressed by creating a new town in the South of the County. Salisbury Plain would be a much better option than allowing the army to swarm all over it. The world is changing our armed forces do not need this vast area of land to practice war games.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Destroys green space that can never be returned to its natural state
- Q9. 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.**
As option 1
- Q10. 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.**
As option 1
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
There should be an additional option, none of the above. This is not a democratic consultation

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
See above
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 173

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■

Q5. 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?

Climate change adaptation/mitigation; Reducing air/noise pollution; Road is not wanted, not needed and not sustainable;

Q6. 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.

Where's the consultation on if a road is even needed or wanted? This seems like it has already been decided. It isn't wanted and nor is it needed. Congestion in chippenham is not a problem and is unlikely to be so as we all continue to work from home now. What about your climate emergency? How does rolling up prime rural landscape sand totally changing the make up of a town that people have chosen contribute to this? Plenty of brownfield sites to use first but you seem to want to fill them with retirement homes. Focus on getting people to stay one their homes and use the brownfield sites for appropriate housing.

Q7. Please rank the three potential road route options into order of preference.

Option A - Outer route ; Option B - Middle route; Option C - Inner route;

Q8. 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.

Not wanted, not needed, not sustainable. Where's the consultation on if a road is even needed or wanted? This seems like it has already been decided. It isn't wanted and nor is it needed. Congestion in chippenham is not a problem and is unlikely to be so as we all continue to work from home now. What about your climate emergency? How does rolling up prime rural landscape sand totally changing the make up of a town that people have chosen contribute to this? Plenty of brownfield sites to use first but you seem to want to fill them with retirement homes. Focus on getting people to stay one their homes and use the brownfield sites for appropriate housing.

Q9. 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.

Not wanted, not needed, not sustainable. Where's the consultation on if a road is even needed or wanted? This seems like it has already been decided. It isn't wanted and nor is it needed. Congestion in chippenham is not a problem and is unlikely to be so as we all continue to work from home now. What about your climate emergency?

How does rolling up prime rural landscape sand totally changing the make up of a town that people have chosen contribute to this? Plenty of brownfield sites to use first but you seem to want to fill them with retirement homes. Focus on getting people to stay one their homes and use the brownfield sites for appropriate housing.

Q10. 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.

Not wanted, not needed, not sustainable. Where's the consultation on if a road is even needed or wanted? This seems like it has already been decided. It isn't wanted and nor is it needed. Congestion in chippenham is not a problem and is unlikely to be so as we all continue to work from home now. What about your climate emergency? How does rolling up prime rural landscape sand totally changing the make up of a town that people have chosen contribute to this? Plenty of brownfield sites to use first but you seem to want to fill them with retirement homes. Focus on getting people to stay one their homes and use the brownfield sites for appropriate housing.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Not wanted, not needed, not sustainable. Where's the consultation on if a road is even needed or wanted? This seems like it has already been decided. It isn't wanted and nor is it needed. Congestion in chippenham is not a problem and is unlikely to be so as we all continue to work from home now. What about your climate emergency? How does rolling up prime rural landscape sand totally changing the make up of a town that people have chosen contribute to this? Plenty of brownfield sites to use first but you seem to want to fill them with retirement homes. Focus on getting people to stay one their homes and use the brownfield sites for appropriate housing.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Not wanted, not needed, not sustainable. Where's the consultation on if a road is even needed or wanted? This seems like it has already been decided. It isn't wanted and nor is it needed. Congestion in chippenham is not a problem and is unlikely to be so as we all continue to work from home now. What about your climate emergency? How does rolling up prime rural landscape sand totally changing the make up of a town that people have chosen contribute to this? Plenty of brownfield sites to use first but you seem to want to fill them with retirement homes. Focus on getting people to stay one their homes and use the brownfield sites for appropriate housing.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 174

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; Road should not be built AT ALL!;
- Q6. 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.**
This road is designed to encourage building of new homes which will increase damage to our environment, wildlife and heritage. The only reason to choose one of these three routes is if you support a huge expansion of our market town, which I do not. Fix what is already here before considering adding more soulless housing estates for commuters.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I do not wish to choose any of these options as I oppose a distributor road built to encourage expansion of our town. All options are bad for the environment, wildlife and the well being of those who already live here.
- Q9. 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.**
I do not wish to choose any of these options as I oppose a distributor road built to encourage expansion of our town. All options are bad for the environment, wildlife and the well being of those who already live here.
- Q10. 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.**
I do not wish to choose any of these options as I oppose a distributor road built to encourage expansion of our town. All options are bad for the environment, wildlife and the well being of those who already live here.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I do not wish to choose any of these options as I oppose a distributor road built to encourage expansion of our town. All options are bad for the environment, wildlife and the well being of those who already live here.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I do not wish to choose any of these options as I oppose a distributor road built to encourage expansion of our town. All options are bad for the environment, wildlife and the well being of those who already live here.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 175

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Just an excuse to build more houses inside the Ring Road
- Q9. 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.**
Just an excuse to build more houses inside the Ring Road
- Q10. 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.**
Just an excuse to build more houses inside the Ring Road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 176

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing 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;Climate change adaptation/mitigation;Protecting the small market town feel to Chippenham that makes it a great place to raise a family;
- Q6. 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.**
Being born and raised in Chippenham and having raised my own family here it would be a huge shame if it lose its small market town atmosphere. I don't want to live in a 'mini Swindon'.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
It gives the council too much area to expand. If the now enclosed area was filled in with developments then the town would be too big. Chippenham would loose its Market Town feel and the thigh street might loose its central feel and key shopping status.
- Q9. 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.**
- Q10. 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.**
Chippenham does need a ring road and this feels like the least intrusive route to achieve this. It maintains the small town feel.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It's the link that works with my choice of ring road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 177

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 178

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
After looking at the routes and focusing on this.....

Does this involve creating another roundabout close to the current one or simply adding another exit option on the current one? Surely the latter would be most sensible.

- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;Train;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Car;Train;

MSF 179

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; All possible alternatives to new road construction.;
- Q6. 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.**
Modal shift away from private cars is essential to meet climate change objectives. Construction of additional roads serve to stimulate additional car journeys, which is contrary to the climate emergency declared.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This additional road will destroy vital farmland and publicly accessible amenity of the countryside, severing minor lanes and the railway path.
- Q9. 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.**
This additional road will destroy vital farmland and publicly accessible amenity of the countryside, severing minor lanes and the railway path. Closer to the town will cause greater noise pollution.
- Q10. 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.**
This additional road will destroy vital farmland and publicly accessible amenity of the countryside, severing minor lanes and the railway path. The road will blight the unnecessary housing estate that has not even yet begun destroying precious farmland. The noise and pollution from the traffic will affect more people to a greater extent.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
An unnecessary road purely for the aim of building more houses on farmland. This is contrary to the measures required to mitigate the climate emergency.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
An unnecessary road purely for the aim of building more houses on farmland. This is contrary to the measures required to mitigate the climate emergency. Every bit as awful as the other option.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Access to shopping and services. ;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 180

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; Climate emergency, Food security. Public health;
- Q6. 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.**
Climate emergency: building new roads increases new car journeys; we should be reducing them by improving cycle paths, footpaths and improving public transport. The plans to cross the existing cycle paths and footpaths is irresponsible.

Food security: irreversible building on farm land is contrary to food security planning; we need to protect the environment by protecting local farmland and sourcing food locally.

Public health: building of roads increases car journeys and consequently reduces the air quality for people. Additionally, building over the countryside has a negative impact on mental health.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Unnecessary destruction of farmland and the visual amenity of the countryside.
Severing existing cycle and footpaths
- Q9. 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.**
Unnecessary destruction of farmland and the visual amenity of the countryside.
Severing existing cycle and footpaths

- Q10. 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.**
Unnecessary destruction of farmland and the visual amenity of the countryside.
Severing existing cycle and footpaths. Closer proximity to housing means greater noise and air pollution
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Unnecessary road, purely for the future building of unnecessary housing
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Unnecessary road, purely for the future building of unnecessary housing
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Education, Accessing shops and services, Exercise;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 181

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 182

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
It will ruin the look of the old pewsham locks
- Q9. 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.**
It will go through pass Abbeyfield school which is busy enough with traffic now.
- Q10. 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.**
It will change the look of the cycle track and surrounding areas.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 183

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 184

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing 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;
- Q6. 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.**
Many of the options are interlinked. Congestion is the most significant issue. Addressing this will, overall, help with everything else.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
It seems prudent in the long term and will take more of the traffic further from the centre of the town. It carries the concern that it will facilitate the town focussing on building on green land and not developing brown field sites appropriately; loss of greenery, drainage and habitats, etc.
- Q9. 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.**
It neither delivers the long term benefits of the outer route; nor the potential 'development containment' of the inner route.
- Q10. 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.**
Much as I would like to advocate this option, in reality this road will simply become an internal linkage surrounded by new developments within 15 years. The likely outcome will then be the building of the outer route in addition. The inner route would be nice if the town were likely to be developed within it; but given that is unlikely, the inner route actually constitutes a pointless cost.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Pulls traffic towards town, rather than further away from town.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Pulls traffic away further away from town than Option 1.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;To shop, subject to shops in the town centre actually surviving ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 185

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
Any one of these road options will destroy large areas of unspoilt countryside which are currently valued and used by large numbers of local people.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
By going outside of the proposed housing areas this will impact an even wider area.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No particular preference.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping and accessing public transport ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 186

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Protecting and enhancing biodiversity e.g. animal and plant habitats;

Q6. 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.

The Full Options report identifies a number of strategic policies that the 'distributor road' has as objectives. Including reducing the need to travel, promoting sustainable travel options and access to them etc. Section 4.2 states that the 'distributor road' will increase "walking and cycling for journey within Chippenham with the provision of safe and convenient pedestrian and cycle routes and a reduction in traffic."

I am unclear how a new distributor road will improve sustainable travel options in Chippenham, as it will not provide new or improve sustainable travel options to any existing residents of the town. There is no discussion of what funding there is for sustainable travel improvements, which are essential for meeting the scheme objectives.

In fact it appears that the 'distributor road' is reliant on new employment/local centres along or close to the route of the 'distributor road', with no improved access to the town centre or other existing employment sites.

It needs to be clearly states what funding has been secured for sustainable travel improvements and on what schemes will it be spent. At least 10% of the cost of the 'distributor road' should be secured for such improvements, as facilities within Chippenham are poor, and money can be wasted easily, i.e. the catastrophic Station Hub improvements.

Q7. Please rank the three potential road route options into order of preference.

Option B - Middle route;Option C - Inner route;Option A - Outer route ;

Q8. 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.

I am unsure how an outer route would work as 30mph 'distributor road' with some frontage development and safe multi modal access. The style of the 'distributor road' is largely dictated by Rawlings Green, where it will route through the development,

i.e. not like option A, which is more like how the north Chippenham link road has been designed.

- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 187

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
It will ruin the outlook of the countryside and will have an impact on Abbeyfield school & stanley park football ground where it is busier enough already. It will ruin the look of the old pewsham locks.
- Q9. 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.**
It will ruin the views and the quiet walks along the cycle track and you wont be able to walk or cycle along the track to and from Calne.
- Q10. 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.**
The roads will be busier around Abbeyfield school and stanley park football ground. The roads/lanes will get busier and you wont be able to run/walk or cycle around
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 188

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
- Q6. 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.**
NO TO THE ROAD
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
NO TO THE ROAD
- Q9. 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.**
NO TO THE ROAD
- Q10. 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.**
NO TO THE ROAD
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO TO THE ROAD
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NO TO THE ROAD
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
NO TO THE ROAD;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 189

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution; Climate change adaptation/mitigation; Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
Detrimental to countryside and creating air pollution. Too close to the school.
- Q9. 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.**
Detrimental to countryside and creating air pollution. Too close to the school.
- Q10. 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.**
Detrimental to countryside and creating air pollution. Too close to the school.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
None of the options are preferable
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
None of the options are preferable
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot; Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 190

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing 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;
- Q6. 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 I could rank these - then Climate Change and biodiversity protections are top priority - we are in a climate and ecological emergency. Sustainable transport is a means to achieving these top priorities, which will then help with air pollution too. Plans need to be revised in the post-pandemic era, with different patterns of living. Where are the carbon figures for each option plus the no-road option (status quo)? Why are you not doing all the biodiversity surveys up front, and then proposing the least disruptive option? Habitat mitigation is no replacement for maintaining existing habitats.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
My preferred option is 'none of the above options - no road'
All options are a sledge hammer solution to addressing congestion in the town centre, and I cannot see how a road will help with improving the town centre, employment prospects, community cohesion, affordable housing for locals or other benefits for the current residents in Chippenham. This road is simply an enabler to build thousands of commuter houses for incomers to sleep - they will spend their work, social and shopping time outside of the town. It will destroy the countryside and change the character of the historic market town for ever. As a resident living on the A4 (Rowden Hill) I selfishly might potentially benefit from some traffic (and improved air pollution, at least in the short term) being taken off my road, BUT this slight benefit is far out-weighted by the many dis-benefits of the road bringing at least 7500 houses and 15000 more cars.

- Q9. 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.**
My preferred option is 'none of the above options - no road'

See above comments
- Q10. 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.**
My preferred option is 'none of the above options - no road'

See above comments
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
My preferred option is 'none of the above options - no road'

See above comments
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
My preferred option is 'none of the above options - no road'

See above comments

Where is Pewsham link option 2?
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping. I would love to work locally and be able to walk to work, but there is very limited local quality employment;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 191

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;We do not need a road at al !!!!! Chipps has a quieter town centre now, and more people are working from home.;
- Q6. 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.**
NO to the road!!!!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It is not now necessary
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not needed
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;Car;

MSF 192

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I don't want a new road. There is no way that the objectives in 5 can be met with this scheme.
- Q9. 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.**
I don't want a new road. There is no way that the objectives in 5 can be met with this scheme.
- Q10. 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.**
I don't want a new road. There is no way that the objectives in 5 can be met with this scheme.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I don't want a new road. There is no way that the objectives in 5 can be met with this scheme.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I don't want a new road. There is no way that the objectives in 5 can be met with this scheme.
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 193

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
N/A
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
Creates a physical boundary too far out of the town center
- Q9. 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.**
Logical option
- Q10. 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.**
Draws traffic to close to the center of Chippenham
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 194

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity; Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
The outer route would be better as the town will continue to grow beyond the dates set in the strategic plan. Better to plan for the far future than have to do it all again in 30 years.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference/**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;

MSF 195

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
Quality of life is impacted by road noise and air pollution, introducing proper ring roads, not through distributor roads, moves traffic out of built up areas to the benefit of all residents.

Any new road seems contrary to a climate change agenda and is questionable in the current global climate change situation.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
This option scores best to reduce air and noise pollution, keeping through traffic away from centres of population. None of the three routes are very palatable but this form has been constrained to not allow alternatives to be suggested, merely to constrain consultation to 3 options. For all 3 routes segregating cycle paths from pavements is essential, cycles and pedestrians on the same path are a recipient for accidents, cycles travel at speed and pedestrians don't adhere to segregation markings. For effective and safe cycle paths they must be separate.
- Q9. 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.**
In zone1 why doesn't the route exactly follow the line of the electricity pylons rather than moving away in a sweeping bend immediately east of the flood plain crossing? No one wants to live next to a through distributor road nor pylons, so running both alongside each other more closely minimises the impact both have on the landscape and peoples lives.

- Q10. 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.**
In zone 1 this route passes very close to properties at lower lodge farm, blighting them with noise and air pollution. What measures will be taken to screen the road and provide noise barriers from existing properties?
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Lower environmental impact
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 196

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
Terrible idea.
- Q9. 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.**
Terrible idea.
- I have read through all of the plans and justifications for these proposals and I do not agree with any of the reasoning. Simply stating that building a road and houses will improve the environment does not make it so. Let's see some scientific evidence. Perhaps money should be put into improving existing transport - green busses, cycle lanes (this time in sensible places), etc would all be good ideas. With more people now working from home, and more pressing issues to fund, such as supporting families overcome redundancy and illness, I hope this whole plan will be thoroughly reviewed.
- Q10. 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.**
Terrible idea. Why plan to spoil what little countryside there is for people who live in town. Mental health will take a tumble.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Both options are unnecessary and will damage wildlife and the beautiful semi rural town that Chippenham is.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Same as above.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; To take children to school.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 197

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work; For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Train;Walking;

MSF 198

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I am against this whole development for environmental reasons.
- Q9. 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.**
I am against this whole development for environmental reasons.
- Q10. 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.**
I am against this whole development for environmental reasons. This seems to be the least bad option
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**

- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 199

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation;
- Q6. 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.**
Why do the proposed three options all terminate at Rawlings Green instead of the train station, surely this means more cars on the road and not less. Does the funding and plan provide for safe cycle routes from Rawlings Green (and the up to 7,500 new homes) to the town centre and train station? Again it must overall provide a safe and easy option to leave the car at home. How will the plan enable 'placemaking' as one of the stated economic objectives? I am concerned about the word 'could' in the statement the the new road could offer opportunities for sustainable communities, big gamble. What modelling has been done to assess the effect of traffic joining at the Lackham roundabout and onwards on the A350, especially the flow towards Melksham, that is a very busy road already.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 200

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
I believe this Option should be altered with Zone 4 just continuing and joining up with Calne and dropping Zone 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.
- Q9. 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.**
Again - I believe this Option should be altered with Zone 4 just continuing and joining up with Calne and dropping 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.

A roundabout needs to be added to the design around Zone 2 and 3 to it is on par with the other design, the design as-is will not help with the flow of traffic.
- Q10. 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.**
Again - I believe this Option should be altered with Zone 4 just continuing and joining up with Calne and dropping 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.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 201

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
Chippenham does NOT need another road, it will attract thousands of new housing, that in turn will put Chippenham back to square one which will be more traffic problems, planners at the council are over paid brainless idiots who need sacking.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Chippenham does NOT need another road.
- Q9. 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.**
No to a new road.
- Q10. 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.**
No to a new road.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No to a new road.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No to a new road.
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 202

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution;
- Q6. 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.**
I object strongly to the building of this distributor road to the east and south of Chippenham for all the reasons ticked in box 5, and because a) this consultation is taking place before the Local Plan roll forward to 2036 has been adopted b) members of the public have not been asked whether or not they agree with the building of this distributor road and c) is it not sustainable planning in the light of the urgent need to reduce emissions to zero and the changes brought about by the pandemic.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;

MSF 203

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Resident

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;

Q6. 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.

The plans to build this road go directly against most of the priority's for Chippenham. The fact that there is not an option "D" to say that none of the routes are desired is forcing the hand of us the residence. Why do you not give this option?6

Furthermore the fact that this is NOT a bypass but a road to service over 5100 homes should be clearly advertised. This is a clandestine way of furthering the plans of the council and is not motivated by for the well being if the current residence of Chippenham but by money, revenue and profit that is blacked out from the 136 page report.

Additionally doing the consultation during a national lockdown fails to allow residence the time or information to provide full feedback.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

The plans to build this road go directly against most of the priority's for Chippenham. The fact that there is not an option "D" to say that none of the routes are desired is forcing the hand of us the residence. Why do you not give this option?6

Furthermore the fact that this is NOT a bypass but a road to service over 5100 homes should be clearly advertised. This is a clandestine way of furthering the plans of the council and is not motivated by for the well being if the current residence of Chippenham but by money, revenue and profit that is blacked out from the 136 page report.

Additionally doing the consultation during a national lockdown fails to allow residence the time or information to provide full feedback.

Q9. 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.

The plans to build this road go directly against most of the priority's for Chippenham. The fact that there is not an option "D" to say that none of the routes are desired is forcing the hand of us the residence. Why do you not give this option?6

Furthermore the fact that this is NOT a bypass but a road to service over 5100 homes should be clearly advertised. This is a clandestine way of furthering the plans of the council and is not motivated by for the well being if the current residence of Chippenham but by money, revenue and profit that is blacked out from the 136 page report.

Additionally doing the consultation during a national lockdown fails to allow residence the time or information to provide full feedback.

Q10. 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.

The plans to build this road go directly against most of the priority's for Chippenham. The fact that there is not an option "D" to say that none of the routes are desired is forcing the hand of us the residence. Why do you not give this option?6

Furthermore the fact that this is NOT a bypass but a road to service over 5100 homes should be clearly advertised. This is a clandestine way of furthering the plans of the council and is not motivated by for the well being if the current residence of Chippenham but by money, revenue and profit that is blacked out from the 136 page report.

Additionally doing the consultation during a national lockdown fails to allow residence the time or information to provide full feedback.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

The plans to build this road go directly against most of the priority's for Chippenham. The fact that there is not an option "D" to say that none of the routes are desired is forcing the hand of us the residence. Why do you not give this option?6

Furthermore the fact that this is NOT a bypass but a road to service over 5100 homes should be clearly advertised. This is a clandestine way of furthering the plans of the council and is not motivated by for the well being if the current residence of Chippenham but by money, revenue and profit that is blacked out from the 136 page report.

Additionally doing the consultation during a national lockdown fails to allow residence the time or information to provide full feedback.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

The plans to build this road go directly against most of the priorities for Chippenham. The fact that there is not an option "D" to say that none of the routes are desired is forcing the hand of us the residents. Why do you not give this option?6

Furthermore the fact that this is NOT a bypass but a road to service over 5100 homes should be clearly advertised. This is a clandestine way of furthering the plans of the council and is not motivated by for the well being of the current residents of Chippenham but by money, revenue and profit that is blacked out from the 136 page report.

Additionally doing the consultation during a national lockdown fails to allow residents the time or information to provide full feedback.

Q14. How do you travel to/from Chippenham town centre?

Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 204

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Protecting and enhancing landscape and visual amenity; Easing traffic congestion and improving journey times; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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 you are going to improve sustainable transport links you need to address the problems caused by the location of the Railway Station & all the buses etc which need to access it daily. The proposed roads will not solve this problem & extra housing will make it worse.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Section 4&5 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 eg made dual carriage way for its entire length. You own the land why not complete it. Traffic in 4&5 can access M4 by travelling Northwards.
- Q9. 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.**
Same applies as for 8
- Q10. 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.**
Same applies as for 8

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Have to travel to access home in Monkton Park;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 205

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 26-35 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Easing traffic congestion and improving journey times; Preserving and protecting heritage assets; Making Monkton Park more accessible for emergency services.;

Q6. 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.

Please please please consider safety routes in this. It is true that this new road will likely ease traffic in Chippenham town centre which is great, but looking at the Monkton Park estate currently, there is one road in or out. This is a huge problem. Recently Wiltshire council has built a new multi-storey car park at Saddlers Mead, this is on top of the two station car parks, the history centre and the college all using Station Hill as the only road in or out. To me this poses a huge risk to life. The majority of the people living in Monkton Park are elderly and should they require an ambulance it may not be able to fight it's way through stand still traffic on Station Hill, likewise with fire engines or police. This problem is exacerbated by the quite frankly ludicrous decision to block traffic going to Monkton Hill. In my opinion a second road connecting to Monkton Park would be great. This could either be connecting to Cocklebury Lane or, preferably, maybe to somewhere on the proposed new road that this form exists because of. I understand that maybe some residents of Monkton Park like how quiet the actual housing estate is, and that they wouldn't want Monkton Park to become a 'shortcut' into town. This is why I wouldn't mind seeing any new road include speed bumps or other traffic calming measures.

Finally I would like to see the greatest care taken in preserving Chippenham's history as a traditional market town. Over the last 50 years the town has lost a lot of it's identity with many iconic picturesque landmarks being replaced with ugly budget friendly alternatives. This is only to the detriment of the town in the long run though. There is even a group on Facebook dedicated to old photos of Chippenham where many people regularly comment on the town's loss of identity. I know one road may not seem to have an impact on this but it is a huge part of the bigger picture going forward.

Q7. Please rank the three potential road route options into order of preference.

Option A - Outer route ; Option B - Middle route; Option C - Inner route;

- Q8. 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.**
For me it is between the outer route and middle route for the best options. I narrowly chose this as the best because it connect to the A4 as a roundabout and not two junctions like the middle route does.
- Q9. 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.**
I believe this is the probably the best route HOWEVER I had to put it second to the outer route purely because it appears to connect to the A4 as pair of junctions rather than a roundabout and I can only see that leading to more traffic.... Apart from that this route is good!
- Q10. 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.**
I don't like this route. It really should connect to the A350 at the Lackham roundabout, I can't understand why it wouldn't... The only thing I like about this route is how it links to Pewsham Way at the Canal Road roundabout.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I think it would be best for the the new road to link to any existing roads at roundabouts rather than junctions, therefore I prefer this option.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I don't mind this option in terms of location I would just prefer they connect to Pewsham way as a roundabout rather than a junction.
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Car;Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Train;Walking;

MSF 206

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Preserving and protecting heritage assets;
- Q6. 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.**
We are lucky to be surrounded by countryside and protecting that and the environment should be a key priority for the council.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
The area is too large and would expand the town too much.
- Q9. 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.**
Good that the road links to an existing roundabout (Zone 1) and doesn't expand the town as much as the Outer route.
- Q10. 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.**
Good as it doesn't expand the town too much but doesn't link to an existing roundabout (Zone 1).
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Possibly could increase traffic on the roundabout for Pewsham residents.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Bus;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bus;

MSF 207

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
There is a severe housing crisis in this country, the route that provides the most houses should be given more weight.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
All zones, a great route for increasing the amount of developable land.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 208

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
I don't think any of the routes below are appropriate. The only reason for the road is to open the swathes of our countryside up for development. A road is needed to link the A4 at the top of Pewsham to the A350 at Lackham College. The proposed road will not improve traffic in the area once you add 15,000 cars from the new suburbs to be built. It will however destroy what is left of the green spaces in Chippenham and the character of the area. We will lose valuable leisure and recreation space in the cycle route and canal areas; not to mention the loss of wildlife - we've only just started seeing otters in the river, there are deer and other species in the green spaces. These will disappear. It's too high a price to pay for a distributor road which, 20 years down the line, will be insufficient and impossible to improve because you've built to the edges either side.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
This route carves through green spaces currently enjoyed by the people of Chippenham and will destroy the last green area available to the residents enabling the development of obscene amounts of housing.
- Q9. 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.**
This route goes far too close to the old canal which is currently being resound is a haven of peace and tranquility. Additionally it cuts across a busy national cycle route which has been an absolute lifeline over the past year.

Q10. 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.

This route cuts extremely close to Stanley Park football ground; and by your own assessment may impact upon wildlife in the area. Just no.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 1;Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?
On foot;

Q15. Why do you travel to/from Chippenham town centre?
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Train;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Walking;

MSF 209

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Climate change adaptation/mitigation;Reducing air/noise pollution;
- Q6. 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.**
We need to reduce traffic within Wiltshire to meet our climate change commitment to future generation any new road is completely unnecessary. We need to encourage work locally or from home. The money should be spent on this.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Not required until jobs demand it
- Q9. 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.**
Not required until jobs demand it
- Q10. 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.**
Not required until jobs demand it
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This link will not be required either link
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
This link will not be required either link 1 or 2 or 3

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping and medical needs; As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 210

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Using brown field sites;
- Q6. 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.**
Looking at what we can do with what we already have and not just building new roads and houses and hoping the jobs etc will just appear!
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
I would like to see what impact the option of no road would have
- Q9. 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.**
Same as above
- Q10. 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.**
Same as above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The only time pewsham way is congested is when there are road works or accidents. No new road will change this.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Due to covid 19 less people will be travelling to work so no need for any new roads

- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 211

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;
- Q6. 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.**
My concern is that these route options (and following developments) will ruin the best countryside footpaths Chippenham has. So many residents of the Pewsham area head out to these blissful connected stretches of footpath, linking the riverside walk to the canal and cycle paths, promoting exercise and mental wellbeing. We head here to escape the buildings and roads, and to be in the countryside. We stand to lose all that. To those unfamiliar with the area, they will no doubt view this land simply as 'some fields in the distance'. But, to repeat myself, this is the best countryside area Chippenham has - not simply an area that can be looked upon from a distance, but a truly outstanding green space we love to walk, run and cycle through. Please don't destroy it.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Why do you assume travel to the town centre is important? Surely online and out-of-town retailers cater for most people's needs nowadays?.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 212

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
Not building the road. You have wasted obscene amounts of money on this before ever consulting us, the public, if we want it. It will destroy the countryside, exacerbate flooding, pollution and once again line the pockets of the large developers. It will destroy the cycle path to Calne, destroy the fertile and productive farmland and destroy the local natural capital. There has been no consideration to the environmental impact of this and is completely at odds with declaring a climate emergency. Wiltshire Council are completely out of touch and need to put a stop to this terrible idea. Finally, this is a faux consultation and I will fight tooth and nail, through the courts if required, to object if this is passed. Where is the option for no road? How can you push this through before the local plan is decided - which is a farce in its own right.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
I have not answered question 7, so do NOT take the order it is preset to mean that is my preference. My preference is for no road but this faux consultation does not allow that. See q6 for my reasoning
- Q9. 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.**
I have not answered question 7, so do NOT take the order it is preset to mean that is my preference. My preference is for no road but this faux consultation does not allow that. See q6 for my reasoning

- Q10. 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.**
I have not answered question 7, so do NOT take the order it is preset to to mean that is my preference. My preference is for no road but this faux consultation does not allow that. See q6 for my reasoning
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I have not answered question 11, so do NOT take the order it is preset to to mean that is my preference. My preference is for no road, so the link option is not needed, but this faux consultation does not allow that. See q6 for my reasoning
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I have not answered question 11, so do NOT take the order it is preset to to mean that is my preference. My preference is for no road, so the link option is not needed, but this faux consultation does not allow that. See q6 for my reasoning
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Children at nursery;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 213

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I feel the outer route will provide the least disruption.
- Q9. 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.**
With section 3, from the diagrams would be too close to the school.
- Q10. 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.**
Again section three appears too close to the school.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 214

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation;
- Q6. 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.**
You are destroying a natural habitat causing death and destruction to wildlife and contributing to global warming.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Should not even be considered due to the impact on the amount of green space and destruction it would cause.
- Q9. 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.**
Uses less green land than the outer but again, no option should be considered.
- Q10. 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.**
Again, none of these plans should go ahead but this uses the least amount of green space.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Could not find the options? poorly presented, Pewsham link should stay away from old canal.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Could not find the options? poorly presented, Pewsham link should stay away from old canal.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 215

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
The most important factor is the climate emergency that Wiltshire Council has declared. It is madness to rip up farmland and other green sites and replace them with concrete. The road is only being proposed to link with the new housing and business development and, as I strongly oppose this development, I strongly oppose the road as well.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 216

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Reducing 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;
- Q6. 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.**
Climate change is a threat to human existence, so climate change adaptation/mitigation should be the number 1 priority of national and local government. Reducing car traffic is a major part of acheiving this. Building a new road and thousands of houses would result in more traffic of all kinds in the Chippenham area, more air and noise pollution, and would destroy more of our open space and wildlife. I am not in favour of any of the proposed options.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 217

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Preserving and protecting heritage assets;Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
Zone 1-4 cross various farms, I would like to think access to their fields has been considered.
- This road has to be built because of the growth in the area and the known congestion within Chippenham.
- Q10. 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.**
Route C is in my view not the correct one. Where it is due to join the the Patterdown road will only cause more vehicle back up between this new access and the A350 towards Melksham at Lackham roundabout. We are trying to get rid of bottlenecks.
- It is so similar to Route B in other ways I think it should be discarded for it.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Better with a roundabout.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Good access area.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 218

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bus;

MSF 219

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
No road
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
no road;
- Q6. 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.**
no road
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
no road
- Q9. 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.**
no road
- Q10. 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.**
no road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
no road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
no road
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;Train;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?
shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 220

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Taxi;

MSF 221

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;
- Q6. 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.**
Effect on the natural green land that exists today, dissecting an existing walking/cycle route to Calne area, dissecting farmland
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
All options destroy open green natural habitats and dissect the walking/cycle route from Chippenham to Calne that is vital for green commuting. Destroying this would lose so much habitat and a vital connection by foot/bike to Calne along an old heritage path. This lies on the boundary of zones 4 & 3. This should be re-thought!!
- Q9. 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.**
All options destroy open green natural habitats and dissect the walking/cycle route from Chippenham to Calne that is vital for green commuting. Destroying this would lose so much habitat and a vital connection by foot/bike to Calne along an old heritage path. This lies on the boundary of zones 4 & 3. This should be re-thought!!
- Q10. 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.**
All options destroy open green natural habitats and dissect the walking/cycle route from Chippenham to Calne that is vital for green commuting. Destroying this would lose so much habitat and a vital connection by foot/bike to Calne along an old heritage path. This lies on the boundary of zones 4 & 3. This should be re-thought!!

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 222

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; not building more new road infrastructure when we have a climate emergency and the Government has a net zero target for 2050. This scheme is incompatible with both.
- Q6. 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.**
None of the proposed options are compatible with the above objectives. 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.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
Should not be built. Its clear the agenda is to create the planning conditions to favour the maximum amount of in-fill house building between the route and the town. I do not believe there is robust evidence of need for the volume of house-building this scheme is predicated on.
- Q9. 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.**
Should not be built. Its clear the agenda is to create the planning conditions to favour the maximum amount of in-fill house building between the route and the town. I do not believe there is robust evidence of need for the volume of house-building this scheme is predicated on.

- Q10. 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.**
Should not be built. Its clear the agenda is to create the planning conditions to favour the maximum amount of in-fill house building between the route and the town. I do not believe there is robust evidence of need for the volume of house-building this scheme is predicated on.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
See response to Q6.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 223

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
All 3 options cut through beautiful countryside, impact the cycle path which was once a railway line, and join at Wavin, impacting traffic as well as changing the country side at Cocklebury or nearby area. The eventual bypass will allow for infill which will impact visually on the rural nature of its route, as well as amenities such as schools and surgeries.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
This cuts through too much unspoilt countryside. It would produce a huge area inside the road that would then be at risk of urban development.
- Q9. 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.**
- Q10. 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.**
This would provide the smallest opportunity for infill building, which is positive. However, it cuts through Stanley sports ground which is unacceptable.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This would impact the Avon valley area more.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 224

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 225

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
I do not agree with any of the 3 roads. We should be reducing the number of roads rather than building more. Chippenham is at risk of turning into an urban sprawl. Currently it is a lovely place to live and plenty of opportunity to avoid roads and noise from roads. There is already too much pollution in Chippenham from the existing roads. Therefore I have not selected any of the 3 roads options.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 226

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Easing traffic congestion and improving journey times; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
The distributor road needs to be kept away from the football grounds as well as site in the valley for most of its route
- Q9. 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.**
Zone 4 puts the road on top of a ridge in full view so increased light and noise pollution
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;

Q15. Why do you travel to/from Chippenham town centre?

I cross Chippenham to access a supermarket ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 227

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
This is a disingenuous questionnaire as it gives no option to veto the proposals. I think it would be better not to build any of the proposed options. The scheme is an environmental catastrophe for Chippenham and the surrounding area which is dressed-up as fictional Utopia that will actually benefit the town in very few ways. It is totally contradictory in trying to balance heritage, self sufficiency and green issues within the new developments and fictional potential benefits to the town centre. Pictures of market stalls in out of town neighbourhoods, proximity to ancient woodland (Mortimers Wood - with plans to access it without any recourse to the landowners) and access to canal restoration projects do not justify this destruction of the Marne river valley. It is in fact a gross misrepresentation of elements that can't lawfully happen. I therefore can't use areas of this form to put my point of view forward.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Not an option
- Q9. 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.**
Not an option
- Q10. 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.**
Not an option

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not an option
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not an option
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Car;

MSF 228

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
Why is there not an option D - i.e. NO ROAD? It's not needed. Chippenham suffers from a complete lack of vision. It has been constantly eroded and mis-managed over the decades, losing lots of its heritage. This lack of vision and interest should not make it a target for expansive urbanisation and destruction of its surrounding countryside just because it has a junction on the M4 and a railway station.

The environmental impact is potentially catastrophic and the premise for doing it is seriously flawed. Chippenham has some very poor housing stock that should be regenerated and redeveloped within its existing boundaries. It's evident that the way people work and travel has probably changed forever.

The money would be far better spent on improving and encouraging business in the town centre and redeveloping central brownfield sites for homes so that people can walk to transport hubs and shopping and leisure areas.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
An environmental disaster
- Q9. 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.**

- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;I live and have a business in Chippenham town centre. The town desperately needs supporting.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 229

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

████████

Q5. 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?

I do not believe there is a case for the road; Preserving and protecting heritage assets;

Q6. 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.

Having viewed the proposals I cannot understand why Wiltshire Council (WC) want to press ahead with a road for which they do not appear to have made valid, or any coherent case for constructing. I do not understand why WC are consulting on a route before even consulting on the number of houses to be built in Chippenham, let alone gaining outline planning permission for them. Building a road, purely on a speculative basis, that some houses may be built in the future, does not make economic or environmental sense. If the planning process is independent of this road, as we are told by Future Chippenham that it is, it follows that it cannot be assumed that planning permission will be granted for the 7,500 houses and 'two new suburbs' that are needed for the road to happen.

I would like to remind the Council that it (quite rightly) declared a Climate Emergency in 2019. In this is stated an intention to make Wiltshire carbon neutral, by 2030, which is now just 9 years away. It is clear that the Future Chippenham teams have not even calculated the carbon emissions from the construction of the road and 7,500 houses that would go with it. In other words, the emissions of carbon released when millions of tonnes of earth are dug up, millions of tonnes of materials created for construction and the millions of tonnes released while construction takes place. These have simply have simply been overlooked.

This is even before considering the increase in traffic the road will create, a phenomena recognised by many studies, including from the Department of Transport, and the resulting increase in emissions, including from the manufacture and running of electric vehicles- something, unbelievably just brushed aside in a recent webinar I attended. I am not aware if WC have yet calculated a 'road map' to net zero emissions in 9 years, and a yearly carbon budgets. Whether or not they have, it is clear that a development of this size is completely incompatible with net zero emissions by 2030 and will lock in carbon emissions for years to come.

In parallel to damaging the climate, the Future Chippenham proposals would destroy the Avon and Marden valley, and vast amounts of high quality farmland and natural

habitat, which is a valuable resource for Chippenham and so important for future generations. Building at such scale, so close to the river Avon and Marden, up stream of Chippenham and other towns on the Avon

I believe that Wiltshire Council to go back to the drawing board and come back with a plan that is actually fit for the future. Imposing a road to the East of Chippenham, with all the harm this would cause to the town and to the climate and natural environment, is the wrong way to go.

For this development to be sustainable, it needs to be at an appropriate scale and pace, and its needs to be in the right place. The disproportionate scale of development is completely at odds with these principles and should not go ahead

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
It should not be constructed
- Q9. 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.**
It should not be constructed
- Q10. 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.**
It should not be constructed
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It should not be constructed
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
It should not be constructed
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 230

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
No
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
Too close to existing town and will increase urban pollution.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Very occasional shopping as the facilities are dire. So I travel to Cribbs Causeway or Swindon outlet centre in normal times.;

- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 231

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;

Q6. 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.

I have entered a long reasoned argument against the expansion of Chippenham but it has disappeared, to say I am annoyed is an understatement

Your questionnaire is skewed toward having to choose between the three options for roads, there is no option to not have any of them.

Separating out the roads from the housing is nothing short of contemptuous, the housing goes hand in hand with the roads.

You are asking me to choose an option of a road based on only a desk-based environmental impact study, you then intend to do field-based studies after this decision is made.

You went off and obtained the HIF bid without consulting with many stakeholders, in your Webinar you didn't state who was consulted and I don't expect you want to reveal them for fear of being exposed. Suffice to say that Bremhill Parish Council were not consulted and much of the eastern expansion is in their parish.

Bremhill Parish Council and Bristol Avon Rivers Trust have got results of genuine field-based studies of environmental and ecological impact.

There is lots of arguably biased reasoning in your methodology between sites around Chippenham, which tilts the preference towards the Eastern development, which I will disseminate and email you separately as the last time I did this the text disappeared.

The use of development sites to the west of Chippenham have several advantages, they are close to the A350 National Trunk Road giving good access North and South.

They are close to The employment sites of Bumpers Farm, Methuen Part and Bath Road Ind Est

They are close to Hardenhuish and Sheldon Schools, intake varies from year to year but plenty of room for expansion of these schools.

You will be developing land away from the river Avon avoiding ecological and environmental damage certain with constructing right next to the rivers Avon and Marden..

A much better chance of mitigating the inevitable problem of harvested run-off water from roofs and roads before it gets to the river.

The only negative I see is that the council doesn't own the farms here, but that should not be a reason for not developing here.

In your methodology conclusion for sites west of Chippenham you state that,

"Given the significant size of site 3666 there will be significant loss of greenfield agricultural land of medium quality"

This site is about half of the size of 506 and 455, or 456 and 809 and 494, the only land of higher grade is close to Lackham otherwise your methodology states that everywhere else is of grade 2&3 so why is site 3666 ruled out for this?

"The scale of the development likely on a site of this size will inevitably significantly increase levels of environmental pollution, including air quality, noise, light, and vibration" Why is this site any different? Only to skew the results.

Positives listed lower down the scale. Why?

"major benefits in terms of provision of significant amounts of affordable housing""major benefits for the local economy through employment, energy generation, new road infrastructure"

"Minor or neutral effects for Biodiversity, water resources, climate change, energy, landscapes. These last categories are low down on the list of positives when your stated intention is to make ecology and biodiversity your priority.

I just cannot justify my time pointing out the facts that your methodology is skewed toward expanding Chippenham to the east and south because you will benefit from the uplift in land value from agricultural to commercial and result in the removal of several County Council Starter Farms for your people to get a foothold in Agriculture.

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route;Option B - Middle route;Option A - Outer route ;

Q8. 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.

This option is far too far away from Chippenham it will release far too much land for housing even if you are talking 20 yrs.

It sits high ground through Zone 4 and would be an eyesore.

it makes Stanley Lane part of Chippenham and 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.

- Q9. 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.**
No need to expand Chippenham to the east or south
- Q10. 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 you have to spend the HIF monies then spend them on linking Pewsham Way with Lackham Roundabout Only.
No need to expand Chippenham to the east or south
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 232

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Easing traffic congestion and improving journey times; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
I travel to Corsham daily and get stuck for 45 minutes trying to get through Chippenham. That's on a good day without roadworks or accidents. We desperately need a bypass.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I have no idea what the Pewsham link options are. I cannot find the information on the links.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I have no idea what the Pewsham link options are. I cannot find the information on the links

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;Car;Walking;

MSF 233

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Easing traffic congestion and improving journey times; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
Both of us working in Corsham and with 2 children in Abbeyfield school. These roads would greatly reduce work travelling time to and from work and make collection of children less stressful
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;School run;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 234

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
That the road is not needed ;Preserving and protecting heritage assets;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
I think that none of the roads are acceptable and will harm the local area and amenity.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Please consider that no option is acceptable
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 235

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; As a whole the idea is ill thought out and not required.;
- Q6. 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.**
I oppose this development with vigour it has no benefit at all to Chippenham you are basically created a giant roundabout with Chippenham in the middle of it. it will create a huge bottleneck at the roundabout outside the Lackham campus it circumnavigates Chippenham in such a way that those wanted to access the A350 will do so by the route already available to them. In addition to tearing up the countryside destroying animal habitats and walk routes you plan then to develop a further 7,000 houses - how wonderful - so where are the plans for a new secondary school, a new primary school, a new doctors surgery a new hospital a new dentist - you have no plans to develop any of the infrastructure needed to support this - it is a typical lets get rich quick scheme by the council with no foresight to actually what is needed - for instance we really do not need a giant KFC drive through on the busiest roundabout alongside the McDonalds - I don't see you addressing the issues there! Along with that we now have an Aldi going up - again a traffic nightmare but don't worry the council will line their pockets so its fine Joe public will just have to put up with it. This proposal is going to destroy Chippenham it is a Market town and you are going to spoil what little loveliness is left of the place. Shame on you.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Disgusting, ill thought out.
- Q9. 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.**
Disgusting, ill thought out.

- Q10. 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.**
Disgusting, ill thought out.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 236

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code**
- Q5. 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?**
Don't build it anywhere ;
- Q6. 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.**
Don't build the road, it is not wanted
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No
- Q9. 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.**
No
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
I live in town centre;

- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 237

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Calne Town Council
- Q3. Which age bracket do you fall into?**
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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 see comment at point 6;
- Q6. 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.**
Further to the Extraordinary Full Council meeting on 15th February, where this project was the sole item of business on the agenda, it was RESOLVED that Calne Town Council does not support any of the three

routes proposed in the Future Chippenham Consultation.

Minutes of the meeting which give further background to the resolution can be found on Calne Town Councils website.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 238

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
None of the options appeal to me at the moment - I would like to see what implications choosing any of the routes would incur.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Reason for the link unclear - would attract more traffic to the bridge round a bout
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Reason or the link unclear
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

only as necessary - banking or postal;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 239

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
Option B doesn't have a proper junction with the A4
- Q10. 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.**
Why doesn't option C start from the same roundabout as the other routes?
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping; As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle; Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking; Bicycle;

MSF 240

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
There are a number of issues I consider to be of primary importance with this future infrastructure development; Protection of animal habitats and biodiversity, protecting the countryside in its aesthetic beauty and protecting a valuable resource for the community who use the cycle route which this road will bisect.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
While I'd prefer no road, if I had to choose I'd prefer the outer route as it has the least impact on the ever diminishing amount of countryside residents can get to without needing to drive there. Particularly the cycle track which joins up with Monkton Park.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 241

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 26-35 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution; Mental health in connection to access to countryside. This can be the difference between life and death.;

Q6. 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.

A road (and the obvious extra housing that will follow) will have a devastating effect on declining nature. There will be increased air pollution which is damaging to the climate and ALL of our health. Wildlife and natural beauty will be destroyed. Increased noise and pollution from the road and as a result people having to drive miles to find any countryside left. There is no consideration for people needing to exercise, the peace of mind from being able to walk to the countryside from town, you will destroy peoples mental health for profit.

Its incredible we are able to walk a few minutes from our home and feel like we are in the countryside. This road will be ruinous. Chippenham will become one massive estate that could be anywhere in England.

Q7. Please rank the three potential road route options into order of preference.

Option A - Outer route ; Option B - Middle route; Option C - Inner route;

Q8. 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.

Q9. 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.

Q10. 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.

I specifically don't want this route. A road next to the river that is sacred for wildlife and the people of the town's want to be here would be destructive and will only have a negative impact on the desirability of Chippenham.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 242

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
I live on Pewsham and as the estate is already encircled by a ring road (by-pass) I think it would be detrimental to health, access to countryside and make the estate feel hemmed in. Option A is the furthest from the Pewsham estate and would therefore be the preferred route. In an ideal world none of the road options should be being built - I feel it's a complete waste of money, detrimental to the environment and having lived happily for 28 years on Pewsham, this road has not been missed.
- Q9. 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.**
Too close to the Pewsham estate. Environmental issues and crosses a beautiful country path/cycle network - this has been invaluable during the current pandemic.
- Q10. 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.**
As above and even closer to Pewsham - noise and pollution issues.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 243

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
The should be an Option D, i.e. no route. A distributor road is not the answer and is wholly unnecessary. The council needs to stop solving 21st century problems with 20th century solutions.
- Q9. 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.**
The should be an Option D, i.e. no route. A distributor road is not the answer and is wholly unnecessary. The council needs to stop solving 21st century problems with 20th century solutions.
- Q10. 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.**
The should be an Option D, i.e. no route. A distributor road is not the answer and is wholly unnecessary. The council needs to stop solving 21st century problems with 20th century solutions.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The should be an Option 2, i.e. no route. A distributor road is not the answer and is wholly unnecessary. The council needs to stop solving 21st century problems with 20th century solutions.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
The should be an Option 2, i.e. no route. A distributor road is not the answer and is wholly unnecessary. The council needs to stop solving 21st century problems with 20th century solutions.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Recreation and essential shopping;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 244

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
It is obvious that this will go ahead. The traffic congestion in Chippenham is nothing compared to other towns and cities I visit. Its a pleasure to drive around Chippenham The options given will destroy lands and habitats of animals, pollenating insects, and quite horribly destroy the life of Chippenham in habitants by reducing the places that they go. Increased pollution with increased traffic flow will also lead to greater increase in accidents, road death and reduce the quality for pant growth and animal welfare both wild and domesticated
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
The whole route not worth the money and will destroy land, fauna and wildlife, all important for our continued life. The route crosses footpaths, bridges need constructing and the inevitable rubbish that will become prevalent throughout the route. The route will prevent fresh air movement of the public to stay healthy and fit to provide an active and healthy working population.
- Q9. 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.**
An awful route designed by those who do not live not understand the area. Needs to go back to the drawing board or better still scrubbed altogether. The route destroys land and fauna, creates unnecessary building of bridges etc. Such building of he road and other infrastructure will affect the flooding of the area, even though the video and documents say not.....this will be disasterous

- Q10. 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.**
 Destroys faunas and wildlife, needs t be re thought, again building of bridges, increased pollution and rubbish being thrown will lead to an adverse issue surrounding health and welfare of the town's population. Awful just awful
- Q11. Please rank the potential Pewsham link road options into order of preference.**
 Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
 none should happen and why need to build more bridges, the design of these bridges will destroy the look and turn Chippenham into a commuter town ,which leads to greater environmental impact
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
 awful just awful, needs re thinking and re designing
- Q14. How do you travel to/from Chippenham town centre?**
 On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
 To get my shopping though tha is more difficult now as more shops have closed;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
 Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
 Walking;

MSF 245

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation; Reducing air/noise pollution;
- Q6. 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.**
Option D - No new road!
- This road will destroy our beautiful countryside and wildlife and contribute to the continued urban sprawl which is decimating the unique and individual characters of the surrounding villages and communities. It is not a relief road for the current inhabitants of Chippenham but will simply serve as a distributor road for the proposed new housing! The report outlines that there is a need to reduce traffic within Chippenham. This is a distributor road not a relief road so it won't reduce traffic only set to increase it. The new road is not required, the current bypass serves the town well. The A350 was recently dualled and has already relieved traffic congestion. Consultation on the 7,500 homes as part of the update to the local plan, with a consultation process on the road running concurrently, is confusing and no clear link has been made to how these two are related. This is a very deceitful. The funding was submitted and secured after Wiltshire County Council acknowledged a climate emergency and pledged to go carbon neutral by 2030.....how can this road and housing be justified with this in mind? There is not a robust case for the need of either, especially when the supposed additional housing is ABOVE the target for delivering new homes. The report does not even seek to address how this scheme aligns with the WCC commitment to becoming carbon neutral by 2030.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**

- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Taxi;Bicycle;

MSF 246

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**

Walking;Bicycle;Bus;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 247

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
No new homes or roads on green fields
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
No new road
- Q9. 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.**
No new road
- Q10. 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.**
No new road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No new road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No new

Q14. How do you travel to/from Chippenham town centre?

Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 248

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Protecting productive farmland & greenspace; Reducing air/noise pollution;
- Q6. 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.**
Its all to easy to concrete over green space & productive farming land in the name of "progress".

What happens when all the green farm land is used for housing or transportation?

Any of the options will irreparably damage & rape the existing productive farm land - never to be able to go back.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Don't agree that it is ecologically sound or indeed needed
- Q9. 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.**
Don't agree that it is ecologically sound or indeed needed
- Q10. 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.**
Don't agree that it is ecologically sound or indeed needed
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't agree that it is ecologically sound or indeed needed

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't agree that it is ecologically sound or indeed needed
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 249

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Dont build the road at all;
- Q6. 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.**
Stop this lunacy and abandon plans for the road. You do not have a mandate from the residents of Chippenham to proceed with this. You are "ultra vires" in this regard.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping and banking;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 250

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing 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;Climate change adaptation/mitigation;To not build the road;
- Q6. 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.**
- The road will mainly be used by the new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.
 - The road and new housing is unnecessary.
 - All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.
 - The road and the massive housing development that is planned to go with the road will concrete over the open spaces and destroy several working farms.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- The road will mainly be used by the new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.
 - The road and new housing is unnecessary.
 - All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.
- Q9. 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.**
- The road will mainly be used by the new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.
 - The road and new housing is unnecessary.

- All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q10. 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.

- The road will mainly be used by the new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.

- The road and new housing is unnecessary.

- All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

On foot;Train;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Bicycle;Train;

MSF 251

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It makes sense to link to an existing roundabout.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I would prefer the outer 2 options for the road and therefore this link road may be preferable.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;

MSF 252

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
The road should not be built - it is not needed and the countryside should be protected for wildlife and the future.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
The road is not required and the countryside should be protected.
- Q9. 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.**
The road is not required and the countryside should be protected.
- Q10. 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.**
The road is not required and the countryside should be protected.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 253

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
- Q6. 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.**
Do not want the road
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 254

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 26-35 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;

Q6. 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.

We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan.

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting.

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food.

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

Q9. 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.

- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 255

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
No
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 256

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
- Q5. 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?**
- Q6. 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.**
Green fields really !!! There is no need for such construction be it road or property. There is no industry in the area that could employ those numbers so all that your doing is increasing the commute to Bath Bristol and Swindon through the Green Belt think again for all our sakes.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Train;Car;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;

MSF 257

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**

- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Train;
-

MSF257 (cont.)

- We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;
- The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;
- This is not a proper use of taxpayers' money – our money! To boost developers' profits!
- The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;
- The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;
- All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

MSF 258

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
We should be concentrating on building infrastructure that supports the environment and health of people in the community. The cycle path is a closed off path that makes it safe for cyclist, walkers and dogs. Instead of a new road, what about a new pathed cycle path. This would encourage more walking and cycling rather than promoting travel by car.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
Furthest away from the cycle path. If anyone truly wants to avoid the city centre this would be a better route.
- Q9. 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.**
I dislike this route. It doesn't add anything apart from disrupt the country side.
- Q10. 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.**
I dislike this route but at least it adds some extensions onto other routes.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't like that it cross over walks. Also, I would want an environmental impact study of this option to see the impact on the woods nature reserve. It should be safer for

walkers and cyclists if you want to encourage people to travel greener and a road would disrupt that.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Don't like that it crosses over footpaths. It should be safer for walkers and cyclists if you want to encourage people to travel greener and a road would disrupt that.

Q14. How do you travel to/from Chippenham town centre?

On foot;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 259

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Strongly oppose this but know you will do what you want so why am I wasting my time in a futile attempt to stop it .Democracy !! All about awarding contracts and making money for the usual suspects.
- Q9. 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.**
as above
- Q10. 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.**
as above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Totally opposed to this !!!! Climate emergency, laughable.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
as above
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 260

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Above options mean the best answer is to not build a road.;
- Q6. 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.**
Very little need for a road to go from Lackham to Monkton Park/North East Chippenham. Anything going to the motorway would best use the A350. Masses of greenland will be destroyed by the eventual filling in with housing developments, completely the wrong direction we should be taking to become carbon neutral. The statement 'local needs for jobs and housing' - The only new jobs that this will create is the ones required to build the road and houses. Nothing when it's all finished, it's still Chippenham just with an extra massive bypass road. There are no jobs for people in Chippenham, that's why it's a commuter town. It will become even more overpopulated and still lack any sort of amenities and decent town centre. WE DON'T NEED A ROAD OR MORE HOUSES! Stop being greedy Wiltshire Council.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Very little need for a road to go from Lackham to Monkton Park/North East Chippenham. Anything going to the motorway would best use the A350. Masses of greenland will be destroyed by the eventual filling in with housing developments, completely the wrong direction we should be taking to become carbon neutral. The statement 'local needs for jobs and housing' - The only new jobs that this will create is the ones required to build the road and houses. Nothing when it's all finished, it's still Chippenham just with an extra massive bypass road. There are no jobs for people in Chippenham, that's why it's a commuter town. It will become even more overpopulated and still lack any sort of amenities and decent town centre. WE DON'T NEED A ROAD OR MORE HOUSES! Stop being greedy Wiltshire Council.
- Q9. 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.**

Very little need for a road to go from Lackham to Monkton Park/North East Chippenham. Anything going to the motorway would best use the A350. Masses of greenland will be destroyed by the eventual filling in with housing developments, completely the wrong direction we should be taking to become carbon neutral. The statement 'local needs for jobs and housing' - The only new jobs that this will create is the ones required to build the road and houses. Nothing when it's all finished, it's still Chippenham just with an extra massive bypass road. There are no jobs for people in Chippenham, that's why it's a commuter town. It will become even more overpopulated and still lack any sort of amenities and decent town centre. WE DON'T NEED A ROAD OR MORE HOUSES! Stop being greedy Wiltshire Council.

Q10. 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.

Very little need for a road to go from Lackham to Monkton Park/North East Chippenham. Anything going to the motorway would best use the A350. Masses of greenland will be destroyed by the eventual filling in with housing developments, completely the wrong direction we should be taking to become carbon neutral. The statement 'local needs for jobs and housing' - The only new jobs that this will create is the ones required to build the road and houses. Nothing when it's all finished, it's still Chippenham just with an extra massive bypass road. There are no jobs for people in Chippenham, that's why it's a commuter town. It will become even more overpopulated and still lack any sort of amenities and decent town centre. WE DON'T NEED A ROAD OR MORE HOUSES! Stop being greedy Wiltshire Council.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

On foot;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

Minimal shopping and very occasional eating out;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 261

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Whether the site is in a Green Belt area;
- Q6. 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.**
No more building on Green Belt
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 262

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
The idea of carving up this piece of countryside makes me sick
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Train;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 263

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
The congestion would be better if the high street was not shut instead and that would ease the one road and help retailers already struggling in the town centre since lockdown.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
I don't like any of the road options - it would impact my house directly in terms of view and would damage the countryside but the outer one is the least impact to me. This needs to be reviewed to after the pandemic is over as people's commuting habits may never go back to what they were before with more companies having employees work from home, including myself.
- Q9. 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.**
This would impact my house view directly
- Q10. 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.**
This would be worse case for me
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 264

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Reducing air/noise pollution;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
Th3 whole project needs to be abandoned
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
None of these options should be considered this is a disgrace that at any time this is being considered
- Q9. 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.**
Abandon this
- Q10. 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.**
Abandon this
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Abandon all these road ideas
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Should be abandoned

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

Chippenham town centre is an absolute disgrace the most expensive car parking in wiltshire a completely wasteful council whole income ant officials waste both government and local funds and never for the local communities ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 265

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; Not build the road;
- Q6. 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.**
This will ruin Chippenham and the surrounding villages, it will just create an urban sprawl. The easier (and cheaper) option is to upgrade the whole of the A350 making it dual carriageway.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;
The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;
All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.
- Q9. 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.**
The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q10. 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.

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 266

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
no road and house building should occur on green field spaces let alone land that is being actively farmed.. This is of far greater importance in the face of both climate and ecological emergency.We must preserve our natural heritage at all costs.;
- Q6. 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.**
We are not facing, but in the midst of a climate and ecological disaster. We have been warned about this by scientists for decades now. The only way to deal with this and make any attempt at a recovery to radically change our approach to the way we live.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No to the development and no to any roads
- Q9. 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.**
no to roads
- Q10. 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.**
no to roads
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
no to development and no to roads
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No

Q14. How do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q15. Why do you travel to/from Chippenham town centre?

I rarely travel except for work occasionally;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 267

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;
- Q6. 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.**
The proposals make no sense scientifically from a climate mitigation or adaptation perspective; surely your climate officers know this?
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Train;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Bicycle;Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 268

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;No Road option.;
- Q6. 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.**
The road is not required.
- The local council / authority has wasted money on too many recent fiascos (i.e. the skate park, the Olympiad multi-storey car park, redundant cycle lanes), instead of using the funds to improve the existing infrastructure, high street, etc.
- We need to make the best of what we have first, instead of adding further homes, roads, etc.
- There's been no mention of how long this will even take, and at what cost to the existing residents of Chippenham, surely this would need to be shared as an absolute minimum - cost, money, time to build, benefits, additional noise, additional pollution, what additional jobs, etc.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Too damaging to the environment, too intrusive - All zones
- Q9. 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.**
Too damaging to the environment, too intrusive - All zones
- Q10. 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.**
Too damaging to the environment, too intrusive - All zones

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 269

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 270

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
There is no need to build this road;
- Q6. 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.**
I know the area east of Chippenham because I used to have relatives who farmed there. This is good agricultural land and building more roads and houses will destroy this. More roads always get filled by more traffic and so it will go on.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Do not build this road.
- Q9. 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.**
Do not build this road.
- Q10. 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.**
Do not build this road.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Do not build this road.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Do not build this road.
- Q14. How do you travel to/from Chippenham town centre?**
Train;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 271

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
- Q5. 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?**
None of the above. No road yet.;
- Q6. 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.**
You are doing this the wrong way around. So you don't have support. First decide on housing need, properly, 2021 and beyond. If housing is needed, go to the next step. Then decide whether it needs a road. For what purpose? For the housing or to link the A350 to the A4. Then decide on the type of road. Then decide on where a road could go. It seems you have decided everything and this is not to engage and move forward, it is to tell and ignore everyone who is trying to improve Chippenham. Even the guy from Wiltshire Council at the online Chippenham Council meeting wasn't listening to views of the public, he was chatting to friends/colleagues about something else.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
See above
- Q9. 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.**
See above
- Q10. 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.**
See above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
See above

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
See above
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
I live there. Why isn't this an option! ? Do you get it? This isn't work for most people, it is where they choose to live.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 272

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
There is no actual need.;
- Q6. 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.**
I see no need for any of the options. Yes I can see an advantage of joining A350 at Lackham across to Pewsham, meaning that you reduce need for going into town.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Awful idea destroying so much green landscape
- Q9. 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.**
Still a bad idea and destroying landscape
- Q10. 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.**
Also a bad idea, would like a no road at all option
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Why not stop the road here, then you can link A350 to Pewsham
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Why not stop the road here, then you can link A350 to Pewsham
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Food shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 273

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Don't build any to protect what we have before it's lost forever.;
- Q6. 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.**
Same
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Don't want any of the 3 thank you.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 274

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;

Q6. 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.

Chippenham should not have this road built - none of the options! I have lived in Chippenham for over 40 years and it has gone from being a wonderful market town to a dormitory town with Cepen Park being used mainly for commuters. Why does Chippenham have to bear the brunt of new housing - what about Melksham, Calne, Corsham, Devizes? Chippenham has reached capacity - NO MORE HOUSING!

STOP LINING THE POCKETS OF DEVELOPERS and consider the wants of Chippenham residents!

Monkton Park, where my parents live, is still a huge cul de sac with one way in and one way out. The Promised bridge over the Avon has never materialised. A useless multi-storey car park has been built in Sadlers Mead and the traffic required to fill it will bring Station Hill to a complete standstill.

Perhaps the Council should honour it's previous promises and use up some of the derelict buildings for housing - Cocklebury Road - Old College building, Rowden Hill - Old Nurses accommodation building, remainder of the Westinghouse site and many more.

Q7. Please rank the three potential road route options into order of preference.

Option A - Outer route ; Option B - Middle route; Option C - Inner route;

Q8. 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.

NO MORE HOUSING

Q9. 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.

NO MORE HOUSING

- Q10. 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.**
NO MORE HOUSING
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Do not build - we need no more housing
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Do not build - we need no more housing
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 275

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not build the road ;
- Q6. 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.**
The case for building this number of houses in Chippenham has not been fully debated. To build over a number of farms when there is need for our country to be more self sufficient in food does not seem good strategy. The new road combined with the large number of houses will have a big impact on the environment, cause more pollution.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
The case for building this number of houses in Chippenham has not been fully debated. To build over a number of farms when there is need for our country to be more self sufficient in food does not seem good strategy. The new road combined with the large number of houses will have a big impact on the environment, cause more pollution.
- Q9. 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.**
The case for building this number of houses in Chippenham has not been fully debated. To build over a number of farms when there is need for our country to be more self sufficient in food does not seem good strategy. The new road combined with the large number of houses will have a big impact on the environment, cause more pollution.
- Q10. 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.**
The case for building this number of houses in Chippenham has not been fully debated. To build over a number of farms when there is need for our country to be more self sufficient in food does not seem good strategy. The new road combined

with the large number of houses will have a big impact on the environment, cause more pollution.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

The case for building this number of houses in Chippenham has not been fully debated. To build over a number of farms when there is need for our country to be more self sufficient in food does not seem good strategy. The new road combined with the large number of houses will have a big impact on the environment, cause more pollution.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

The case for building this number of houses in Chippenham has not been fully debated. To build over a number of farms when there is need for our country to be more self sufficient in food does not seem good strategy. The new road combined with the large number of houses will have a big impact on the environment, cause more pollution.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 276

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;

MSF 277

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Don't need this road. They are only interested in building it for the 7000+ houses they plan to build which Chippenham doesn't need.;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
Don't need it.
- Q9. 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.**
Don't need it.
- Q10. 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.**
Don't need it.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 278

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets;Protecting and enhancing biodiversity e.g. animal and plant habitats;Climate change adaptation/mitigation;Not building it.;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
No road needed
- Q9. 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.**
No road needed
- Q10. 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.**
No road needed
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not needed
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not needed
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 279

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not needed. Stop ruining chippenham ;
- Q6. 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.**
Wiltshire council slowly ruining the lovely town we once had. Look at the town centre before taking away all our beautiful countryside.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 280

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Not building the road at all; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This road does not need to be built at all
- Q9. 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.**
Again this road should not be built at all
- Q10. 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.**
This road should definitely not be built.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 281

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation;Reducing 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;Considering what it will be like for residents and making innovative, common-sense and democratic decisions.;

Q6. 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.

1. You are assuming that any road is necessary - it is not. You have not consulted local residents on whether or not to build a road, or to build houses, and this question should be asked well before you start asking about preferences.

2. You are not dealing with climate change or any kind of pollution by building roads or houses. You will only ever add to it. If you really want to reduce the impact of climate change you need to enable people to change how they live by not using cars all the time; being able to work locally enough to use public transport or walk/cycle to work; by reducing food miles which will be impossible if you build all over productive local farms. It makes more sense to create office-hubs in town for people to work at a hot-desk for companies situated anywhere in the world without having to travel. Keep it local and be innovative instead of copying ideas that have never worked.

3. I doubt very much whether any of the proposed houses will be sustainable - they are likely to be the usual cheap builds that make large profits for building companies rather than being well-insulated, using solar panels and ground- or air-source heat pumps to enable each property to contribute to energy reserves rather than draining them.

4. There are issues of air pollution, noise pollution and environmental damage to wildlife habitats that are not being addressed - your video glosses over the negative impact to local communities and the environment. Moving wildlife is not a reasonable alternative to having the sense to leave it alone.

5. You won't improve the "viability and vitality" of businesses by increasing the number of local residents. Just make sure that the right businesses are here - a good mix rather than excessive numbers of charity shops, estate agents and phone retailers - and they will attract enough people.

6. If you build roads, people will use them. There is no road in existence that has alleviated congestion or traffic problems - they have all, without exception, added to them. Claiming that this will reduce congestion in the town centre is a fallacy. People will also use the local roads and country lanes as rat runs - I know this happens already but, with more traffic, it will only become worse.

7. The local tourist industry will not thank you for making the area so unattractive. No-one will want to visit Chippenham when it has major roads round it, no green space and ugly bridges. Screening won't mitigate this or reduce the noise. Some local residents also won't want to live in a place that is turning into a mini Swindon.

8. You mention "employment opportunities" but this is unlikely to be in the building or development stage as companies will bring in their own people. It is more likely that you will have a town full of people who work somewhere else and need to travel some distance on a new road that will very quickly be full of traffic.

9. You want Chippenham to be "self-sufficient" but this won't happen if you destroy farm land so food can't be produced locally, or if you build so many houses the population becomes unsustainable and there aren't enough local jobs. Your plans for equality in housing, with cheaper accommodation available, is unlikely to help - unless you have proper council-owned properties with fixed low rents, you won't achieve anything. The private market is unregulated in this respect - having the courage to change this (if the law allows it) would make a huge difference!

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

This road is not required and would have a purely negative impact on the local area.

Q9. 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.

This road is not required and would have a purely negative impact on the local area.

Q10. 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.

This road is not required and would have a purely negative impact on the local area.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

This road is not required and would have a purely negative impact on the local area.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

This road is not required and would have a negative impact on the local area.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

Shopping etc;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF281 (cont.)

I am writing to protest against the proposals set out in the "Future Chippenham" plan which I believe will be detrimental to the town and run counter to your own over-arching principles.

1. The road is not necessary and there has been no consultation on this at all - you are asking us to choose a preferred route without even asking if we should have a road at all.

You need to go back a stage and consult properly on this.

2. You claim that the road is to reduce congestion but roads do not reduce congestion - if you build roads, people will use them. All roads built to reduce congestion are full of vehicles and subject to delays - this has failed over and over again. You only need to look as far as the A350, recently widened to help keep traffic moving at peak times, to see how ineffective this is. Local minor roads will also be increasingly used as rat runs, making the problem worse.

3. The council has not yet made a case for building so many homes and the target is so much higher than the one set by the government. This needs proper consultation as well.

4. The road would be a distributor road to service new housing estates and will simply fill up with traffic straight away. It will also cause noise pollution and air pollution - harmful and unpleasant for existing residents as well as new ones.

5. You will be concreting over open space and destroy local farms which are needed for food production. It is environmentally damaging to destroy the countryside, adding to greenhouse gases and necessitating increased food miles.

6. Your own over-arching principles are completely overlooked by this plan as you have simply copied the same format that has failed elsewhere:

a. "Create an economy fit for the future" - building houses and roads cannot achieve that.

We need a radical rethink as to how we live and work to make life sustainable and to recover from current problems. Anything designed to be future-proof has to consider the impact on the environment and climate change. Building roads won't help. Building houses won't help, especially if they are the usual cheap build with poor insulation and fossil fuel heating - if anything has to be built, insist on it being eco-friendly (good insulation, solar panels, ground- or air-source heating) and still affordable. It can be done, as it's cheaper to build like that than convert properties and building firms/councils have greater buying power than individuals. It also won't be a drain on energy reserves or contribute so much to global warming. Your plans are unlikely to create many jobs as construction companies will bring in their own staff and if they do employ locals, it will be very short term. All you will do is bring in thousands more people who will need to drive elsewhere to work. There is no hint in your plan of anyone finding work within Chippenham.

b. "Reduce disadvantages and inequalities" - I really don't see how building roads and houses will affect this at all. You say there will be affordable housing but it's likely to be minimal. Again, to achieve this you need to think differently and find a new solution rather than repeating others' mistakes. A reduction in rent, for example, will enable more people to find a reasonable home as this tends to take up a significant part of people's wages if they are on a low income. Second-home ownership also creates disadvantages and inequalities as it raises house prices and reduces the number of properties available - are you brave

enough to tackle that? It makes more sense to look at the whole problem and, if any new building needs to be done, find the place and the design that has the least impact on the environment but gives a genuine helping hand to those that need it most.

c. "Reduce the causes and effects of climate change" - well, this is laughable if you actually think that building roads and houses will make a positive difference! You will add to greenhouse gases, destroy the countryside (including any green belt land that is "protected"), destroy/adversely affect wildlife, create air and noise pollution and, as I said, the houses will use significant extra amounts of energy, almost certainly including fossil fuels. It really beggars belief that you could make these claims. This also needs new and innovative thinking to solve a massive and serious problem but you could lead the way and set a great example if you choose.

If we want to act against climate change, we have to change how we act. We don't need to lose our way of life to protect future life but we do need to adapt and learn and stop being so destructive.

The last year has shown that we are capable of doing just that. For example, many people worked successfully from home - you could create serviced office hubs to enable people to work from their home town, as being at home all the time has its own challenges. Work with local businesses, organisations and schools to find solutions and alternatives to the amount of travel required for work and school. Ask local residents to find solutions. Ask school pupils and students for innovative ideas. You could even work with other local councils to look at the issue because traffic is something that has to be considered at a more fundamental level rather than just thinking about where all the cars are going to go.

If you think local, you can drive less. You will also boost the local economy by spending locally. Local businesses could set up more delivery services (= more business and more employment) rather than getting everyone to drive to them. I know that in a rural county we tend to rely on our cars but there could be a viable alternative - decent, affordable, reliable public transport; good footpaths; good, safe cycle ways - and these are a far better, more future-proofed, more climate-friendly way of spending tax payers' money. A real investment in something that will help rather than just creating more problems for the future.

You have the chance to do something innovative and bold, to lead the way, to inspire others, to get local residents on-side and working with you - please don't waste this opportunity to do the right thing. The plans to build the road and houses will be disastrous and destructive.

You will bring in a significant amount of new traffic that will very quickly have nowhere to go.

You will bring in a significant number of new people who will need services, jobs, doctors, dentists, schools, food etc etc and your plan doesn't even begin to consider that. What are the environmental implications of this level of growth? You will also adversely affect the lives of those who live near the proposed building with noise and air pollution, increased traffic (= more stress), less countryside to enjoy and a less pleasant place to live. These things matter - please don't dismiss them.

I urge you to change your plans and start working with us to find a solution that will actually work long-term instead of doing something that has failed over and over and will leave Chippenham a poorer place.

Dear Sirs

Thank you for your response. However, your reply does not address my concerns:

1. It is disingenuous to say that people can respond in any way they like to the consultation form and that this amounts to a proper consultation. In all the information that is set out, there is an assumption that the road and houses will go ahead and at no time have you consulted residents on whether or not it should. It is not actually clear that saying "no" is an

option - the form only gives a choice of which route for the road.

2. Sorry, but roads = traffic. Also, there is no need to go through the town centre when driving east-west.

3. You still haven't made a proper case for building so many homes but there is still an implied assumption that it will happen. You are turning Chippenham into a commuter town which not only changes its character (something you would protect in a village) but also allows for climate change issues to develop as we rely increasingly on cars. There is not enough work for all these extra people to do in this area so the extra traffic will be significant.

4. These topics may have been assessed but it will clearly make no difference to your plans.

5. It sounds as though residents' concerns are really of no importance which may not be surprising but it is very disappointing. Your job is to serve and care for towns like Chippenham, not damage them.

6. You have not addressed my concerns at all in your answer. There will not be enough work for all these extra people to do so Chippenham will be a commuter town with all the environmental problems that brings. "Look at opportunities to deliver the clean energy where that is practicable and viable" clearly says it won't happen.

As for your final statement, a "possible" liaison group will not make a difference to the damage you are clearly planning now so please don't try and fob me off with this.

You clearly intend to go ahead with this development despite the strength of feeling against it. In doing so, you will make the lives of current residents so much poorer, change the character of a town you obviously don't think is worth protecting, do irreparable damage to the environment and add to climate change.

You have made it very clear what your position is and it is completely unacceptable.

MSF 282

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation; Reducing air/noise pollution; Preserving and protecting heritage assets; Views of residents and businesses directly affected.;
- Q6. 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.**
A road in addition to Pewsham Way just isn't needed. What IS needed a link between Pewsham Way to e.g. just behind the hospital, taking traffic over the river and avoiding the pinch point of the Bridge Centre. That's where the congestion problems lie and what needs a solution - not with an additional road running parallel to Pewsham Way and beyond. We don't need get more new houses on green fields - use the old police station site, use other similar sites. Birds Marsh has been wrecked: why are the council so keen to spoil our local green sites?
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Will devastate the environment. Pointless.
- Q9. 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.**
Damaging. Not required.
- Q10. 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.**
Disastrous. Noisy, polluting. Awful for residents.
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 283

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option A - Outer route ;Option B - Middle route;
- Q8. 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.**
All options will be devastating to the local environment. All options will cause loss of habitats, therefore loss of wildlife. All options will be visually unappealing. All options will create pollution first through their construction and then through their use. All options will encourage more car use when due to climate change councils should be encouraging less. Chippenham has suffered enough destruction already, for example the current development at Birds Marsh has devastated the area.
- Q9. 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.**
All options will be devastating to the local environment. All options will cause loss of habitats, therefore loss of wildlife. All options will be visually unappealing. All options will create pollution first through their construction and then through their use. All options will encourage more car use when due to climate change councils should be encouraging less. Chippenham has suffered enough destruction already, for example the current development at Birds Marsh has devastated the area.
- Q10. 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.**
All options will be devastating to the local environment. All options will cause loss of habitats, therefore loss of wildlife. All options will be visually unappealing. All options will create pollution first through their construction and then through their use. All

options will encourage more car use when due to climate change councils should be encouraging less. Chippenham has suffered enough destruction already, for example the current development at Birds Marsh has devastated the area.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

The link road to Pewsham will mean more destruction of the countryside. People should be encouraged to use cars less, not more.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

The link road to Pewsham will mean more destruction of the countryside. People should be encouraged to use cars less, not more.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;Car;

MSF 284

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; do not build this road;
- Q6. 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.**
please do not build this road
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
just don't
- Q9. 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.**
don't do it
- Q10. 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.**
please don't do it
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 285

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
Don't build a road at all.

We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting; This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas; The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

- Q9. 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.**
Don't build a road at all.

We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q10. 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.

Don't build a road at all.

We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q11. Please rank the potential Pewsham link road options into order of preference. Pewsham Link Option 1;Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Don't build a road at all

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Don't build a road at all

Q14. How do you travel to/from Chippenham town centre?

Bus;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;

MSF 286

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
not building the road;
- Q6. 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.**
there is no need for such development, the residents of Chippenham deserve a say in the matter as many of us believe that this shouldnt take place
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
dont do it
- Q9. 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.**
dont do it
- Q10. 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.**
dont do it
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**

- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 287

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Best not to build it;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 288

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
- Q6. 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.**
I do not think we should be developing Chippenham to such an extent. It will change the whole feel of it as a market town. We have already lost so much countryside for housing. No more please.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle; On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping ; For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 289

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
Don't build the new road, there are not the jobs in Chippenham and you would be building a bigger dormitory town and creating far more traffic for the town and surrounding villages.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This a disastrous plan causing huge environmental damage for very dubious if any gain. We should not be building on productive farmland to create a bigger dormitory town and growing area traffic massively.
- Q9. 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.**
This a disastrous plan causing huge environmental damage for very dubious if any gain
- Q10. 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.**
This a disastrous plan causing huge environmental damage for very dubious if any gain
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This a disastrous plan causing huge environmental damage for very dubious if any gain. The Council is trying to force this through in a very undemocratic manner

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

This a disastrous plan causing huge environmental damage for very dubious if any gain. The Council is trying to force this through in a very undemocratic manner

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

Shopping and travel to the station;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 290

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Not build the road;
- Q6. 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.**
This plan involves an area which is one of the best places in Chippenham for exercise, wildlife and provides consequent mental wellbeing to the many people who use it. I do not dispute that more affordable housing is needed in Chippenham, as in many other places, but this plan seems to be an altogether excessive way of bringing this about and the extra facilities and infrastructure needed to support it. I do not believe that Chippenham needs this road.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
These houses are not needed in such large numbers, and Wiltshire Council has not as yet made a case for the extent of this project. Congestion and pollution will be exacerbated by such a plan, and the environmental impact will be damaging
- Q9. 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.**
These routes are not necessary
- Q10. 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.**
These routes are not necessary , and the farmland should not be sold off in order to carry this plan through.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; For exercise ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bus;
-

MSF290 (cont.)

I have sent my views on this plan via the consultation form, but wish to reiterate that I am opposed to all aspects of a scheme which will spoil the countryside around the cycle path so widely used by walkers, cyclists and runners, adversely affecting the wildlife and atmosphere of an area which has been one of the few accessible places available for exercise during the lockdown for those of us who cannot drive or cycle.

In addition, it seems likely that if only 'up to 40%' of the proposed houses would be 'affordable', so yet again very few local people, especially young ones, will benefit. There are already several developments locally where larger and more expensive houses are being built.

Chippenham Town council is against this scheme, and I do not believe it will benefit the town as a whole

MSF 291

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
Will spoil a beautiful valley view
- Q9. 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.**
Will spoil a beautiful valley view
- Q10. 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.**
Will spoil a beautiful valley view
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bus; On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;

MSF 292

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
The council should consider regeneration of the town centre and better leisure facilities for the people who live in chippenham already... not building more homes for people who will have to shop out of town and use leisure facilities in corsham, Trowbridge or calne.

Chippenham is the second largest town, by population, in Wiltshire, after Swindon and yet we do not have the infrastructure to support it.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No thank you
- Q9. 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.**
No thank you
- Q10. 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.**
No thank you
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No thank you

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No thank you
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 293

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserve the countryside so NO road;
- Q6. 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.**
We need to keep Chippenham green so I say NO to any of the options.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;Bus;Walking;

MSF 294

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shops;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 295

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Two Submissions: These comments are on behalf of both Myself and my Wife.
(Rep1)
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Climate change adaptation/mitigation;Reducing 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;COST & VALUE;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
2nd Choice, but generally too long and invasive? Probably most expensive and the longest bridge section at Stowell/Lackham?
- Q9. 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.**
Sensible room allowed for later/future housing/development 'infill' - too little in Option A - too much in Option C.
- We support proposals to assist the Wilts & Berks Canal access, etc. Question a 'staggered junction/traffic lights?? at A4 (Zone 2). Why not a Roundabout? Consider use of short section of Inner Route C for this A4 link - Zone 2. Presumably ALL Footpaths & Cycle Routes will be maintained, whichever Option is chosen.
- Q10. 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.**
Insufficient room for longer term/future housing & work places? Sports Ground mitigation costs & vicinity. Why the extra roundabout and deviation at Stowell Zone

1; cost, etc? Why doesn't it link into the existing A350 Roundabout as for both other Options?

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.
No real objections, but not an available Option for Bypass Routes A & B.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.
Only Option for Outer and Middle Routes A & B.

Q14. How do you travel to/from Chippenham town centre?
On foot;

Q15. Why do you travel to/from Chippenham town centre?
For leisure/social engagements;Shopping & Banking;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Walking;

MSF 296

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
Worse than C
- Q10. 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.**
To be honest I hate all of these options but this is the least worse. I do not see why it is necessary to build this massive road or who asked for it! I can concede there would some advantage to be gained from a much shorter road link from the A350 to the Pewsham road roundabout at Canal Road - this would allow traffic on the A4 to avoid the town centre and would ease access to the M4 from the East. I cannot see the benefit of the wholesale destruction of countryside and productive farmland from the much larger Options offered - all of which seem to be bypasses to nowhere!!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 297

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation; Reducing air/noise pollution;
- Q6. 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.**
None of these options should be built. I cannot understand why this bypass is being called a distributor road. It shall become a rat run increasing noise, traffic and air pollution on the east side of Chippenham. Moreover, all of these roads shall destroy farmland, footpaths and biodiversity in the area, negatively impacting the quality of life for current Chippenham/ Pewsham residents. A proper assessment of biodiversity in the area has not taken place, with many assessments made over winter when there are less species. The fact this road is being built to service the thousands of houses that the council intends to build over the government advice is shameful. In a post-pandemic world where the climate crisis is of vital importance, there is less need than ever to be destroying greenfield sites and increasing Wiltshires' carbon footprint. Wiltshire council shall be on the wrong side of history if they go ahead with these plans.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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 the road has to go ahead at all, why can it not go further out and track the river Avon closer? This would impact the least people possible and help reduce air and noise pollution closer to Chippenham.
- Q9. 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.**

- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 298

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
NOT BUILD THE ROAD;
- Q6. 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.**
NOT & NEVER BUILD ANY OF THESE ROADS
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
DONT BUILD IT
- Q9. 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.**
DONT BUILD IT
- Q10. 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.**
DONT BUILD IT
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 299

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work; For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;Bicycle;Walking;

MSF 300

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;
- Q6. 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.**
This road will lead to the inner green spaces being filled sooner or later. This will destroy precious countryside that cannot be replaced. We have areas in Chippenham town centre that could be developed for the benefit of the local community if that's the excuse for development. This is not in keeping with the government plans to reduce carbon emissions. There is obviously strong feeling against this.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Do not build any roads.
- Q9. 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.**
Do not build any roads
- Q10. 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.**
Do not build any roads.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

Exercise;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 301

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
I object to Wiltshire Council's presumption that the new road is required. ;
- Q6. 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.**
The Council advances no logical argument why the road is required. Suggesting it is needed to support new housing development is arrogant when such development is not approved. The reasons why the road should not be built are many : achieving carbon neutrality, preserving biodiversity, sustainable use of land, preserving the natural environment, value for money and more besides.

Essentially it appears that the Council is riding rough shod over due process and the wishes of the community to advance an agenda that destroys the environment and ignores the current priorities of carbon neutrality and the domestic and working environments in a post COVID world.

I have nothing positive to say about this proposal but believe passionately that we must move away from legacy approaches to development if we are to build an environment that serves future citizens and respects our rich heritage.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Utterly unacceptable
- Q9. 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.**
Utterly unacceptable
- Q10. 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.**
Utterly unacceptable

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Utterly unacceptable
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Utterly unacceptable
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Train;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 302

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Not building the road;
- Q6. 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.**
It's an eye sore, it'll ruin the feeling of Chippenham, it'll cause even more traffic issues
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 303

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Urban Sprawl;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 304

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
listen to the public and build in areas that need redevelopment and not spoil our rural countryside;
- Q6. 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.**
Chippenham does not need new suburbs. WC need to look at other areas that need redevelopment such as dilapidations, empty factories or new distribution warehouses that no-one wants to move into and convert these into apartments
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I don't want this
- Q9. 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.**
I don't want this
- Q10. 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.**
I don't want this
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I don't want this
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I don't want this
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;Car;Bus;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;Walking;

MSF 305

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
- Q4. Please let us know your post code.**
- Q5. 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?**
I don't want this;
- Q6. 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.**
I don't want this
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I don't want this
- Q9. 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.**
I don't want this
- Q10. 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.**
I don't want this
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I don't want this
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I don't want this
- Q14. How do you travel to/from Chippenham town centre?**

- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 306

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
I think the proposal to build this road is appalling. We should not be destroying our fields and green spaces.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 307

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
This plan will destroy a large swathe of beautiful Wiltshire countryside. This countryside is what sets the county apart from others and makes it a wonderful place to live. The more housing that is added detracts from this and turns the county into many others nearer London. Increasing population density directly increases crime and reduces community spirit, people begin to fight for their 'space' in the community and the good will and friendliness that is synonymous with the towns a

Is lost.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 308

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Easing traffic congestion and improving journey times;
- Q6. 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.**
All of the above issues are important considerations. The latter two I've ticked because if they are not considered at this planning stage the impact will potentially be irreversible
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;Shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 309

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
This is obviously a terrible proposal due to : increased air pollution. Loss of farm land, which we need for local food production. Massive increase in road traffic, for services to the 7,500 houses. Related increase in cars belonging to the homes' residents. Above all - why the need for theses houses in the first place? Complete madness. Chippenham is a pleasant, semi rural place in which to live, with good road and rail links. Who on earth would want to live in a monstrosity. - a polluting, crowded, super sized town, grid- locked on even more roads?
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option A - Outer route ;Option B - Middle route;
- Q8. 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.**
There is no need for this proposed monstrosity. NO TO ANY MORE ROADS in our precious rural landscape.
- Q9. 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.**
NO TO ANY MORE ROADS.
- Q10. 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.**
NO TO ANY ROADS AT ALL.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO TO ANY ROAD.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

NO TO ANY ROAD!

Q14. How do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q15. Why do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 310

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution;
- Q6. 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.**
This is to record my objection to all of the new road options under consideration.

The area affected is of great value to Chippenham residents including myself, being valued for its environment, landscape, ecological diversity, and recreational opportunities for walking and cycling.

I feel that it is disingenuous for this large scale road project to be advertised as somehow beneficial for the environment, when clearly the opposite applies.

How does this proposal respond to government targets and your Council's own aspirations for decarbonisation?

Please take the opportunity to fully consider alternatives to road building as part of this consultation, focussing on sustainable transport -walking, cycling, bus and rail- to ensure that all views are taken properly into consideration.

It appears that more joined-up planning for new development and transport in Chippenham is required, favouring development in more sustainable and less environmentally damaging locations than is implied by this consultation.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**

- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
to access town centre shops and services;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bicycle;Walking;

MSF 311

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not build the road;
- Q6. 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.**
There is no need for this road or the huge housing development. Chippenham has always been a small to medium sized market town and with the current desecration of the green fields of Birds Marsh, there is absolutely no demand from Chippenham residents for this huge increase in housing. This will be a disaster to the local climate, ecology and green spaces that has always made Chippenham a pleasant place to live.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Disaster to the local wildlife, trees and environment
- Q9. 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.**
Environmental disaster to the local ecology
- Q10. 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.**
This will be a local disaster that completely ignores all environmental concerns.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
There is adequate road structure through Chippenham already
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not necessary and will contribute greatly to the pollution of the area.

- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 312

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not build the road;
- Q6. 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.**
Degradation of quality of life
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;

MSF 313

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
dont build the road- not needed ;
- Q6. 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.**
Chippenham is already getting bigger.Why are you asking the question- how much bigger does it need to get rather than does it need to get bigger at all? Why on earth would anybody come up with a plan to build 9200 homes when told to build 4500??Ridiculous. Its all so matter of fact, but what on earth are you proposing - simply devastating the countryside .I havent read anything that convinces me a new road is needed- we dont need a road.Why does everything always need to be bigger? Such a beautiful county utterly devastated - utterly shameful.I simply do not believe the assumptions that underpin this "plan"
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
dont need the road
- Q9. 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.**
dont need the road
- Q10. 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.**
dont need the road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
not required

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.
not required**
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 314

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;No road ;
- Q6. 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.**
Ugly! Blight on the environment. Not needed.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Train;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 315

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
This area is full of wildlife and is used by many people for walking, jogging and cycling in a safe environment
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 316

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
Stop breeding, Stop building houses! This is a horrific appalling plan that would utterly devastate the surrounding countryside! I would lay down my life to stop this!!!!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
Stop breeding, Stop building houses! This is a horrific appalling plan that would utterly devastate the surrounding countryside! I would lay down my life to stop this!!!!
- Q10. 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.**
Stop breeding, Stop building houses! This is a horrific appalling plan that would utterly devastate the surrounding countryside! I would lay down my life to stop this!!!!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Stop breeding, Stop building houses! This is a horrific appalling plan that would utterly devastate the surrounding countryside! I would lay down my life to stop this!!!!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Stop breeding, Stop building houses! This is a horrific appalling plan that would utterly devastate the surrounding countryside! I would lay down my life to stop this!!!!

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

To enjoy the surrounding countryside!;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 317

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
Protecting the green space around our current town is the key factor here. Towns in Europe are looking ahead to create a future that reduces dependency on cars, offers alternative solutions to gridlock transport issues when faced with a river and a railway line cutting through the main town centre. Improving transport issues facing Calne should not include reducing the quality of life in Chippenham. Green space is key to mental health as we have seen this past year; you have no right to take that away from people.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
to buy food;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 318

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Easing traffic congestion and improving journey times; Climate change adaptation/mitigation;
- Q6. 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.**
All options will ruin the valleys where so many local residents enjoy the quiet beautiful open countryside and canal walks and cycle ways.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot; Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

shopping;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;Bicycle;

MSF 319

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;

Q6. 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.

This proposal is a 1990s solution to a housing problem that may no longer exist. 700,000 Eastern Europeans have returned east during the pandemic and while some of them may return, many will not. That is more 1% of the population of the UK. In addition, the government's levelling up agenda is likely to reduce north to south migration.

Chippenham risks becoming the last place to build an old discredited solution, to a problem that no longer exists.

The plan makes no mention of improved public transport links or where the residents of these new houses will work. The trains are already full and there is little scope to increase capacity without massive investment. The roads to centres of implements like Bath and Bristol are already choked with vehicles. Without solution to these problems, building further housing is simply creating a bigger problem.

Q7. Please rank the three potential road route options into order of preference.

Option B - Middle route; Option C - Inner route; Option A - Outer route ;

Q8. 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.

One of the few reasons to live in Chippenham is that it is relatively easy to get out into the peace of the countryside without first having to drive. This route destroys that peace by crossing the line of the old canal just below the locks (Zone 2) and then filling in everything within the road with housing. This plan is an invitation to leave Chippenham.

Noise mitigation measures will not solve the problem. They reduce the intensity of tyre noise but it is still there. The days of listening to bird song by the canal will be over.

We used to walk these routes before the current pandemic and lockdown but necessarily have appreciated them much more in recent months. To publish a consultation now, just when people need the countryside you wish to destroy, is tone deaf at best. Wilful ignorance of the needs of the people of Chippenham feels more likely.

Q9. 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.

One of the few reasons to live in Chippenham is that it is relatively easy to get out into the peace of the countryside without first having to drive. This route destroys the peace of both the Pewsham lock area and other main walk along the old railway to Calne (Zone 3) and then filling in everything within the road with housing. This plan is an invitation to leave Chippenham.

Noise mitigation measures will not solve the problem. They reduce the intensity of tyre noise but it is still there. The days of listening to bird song by the canal will be over.

We used to walk these routes before the current pandemic and lockdown but necessarily have appreciated them much more in recent months. To publish a consultation now, just when people need the countryside you wish to destroy, is tone deaf at best. Wilful ignorance of the needs of the people of Chippenham feels more likely.

Q10. 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.

One of the few reasons to live in Chippenham is that it is relatively easy to get out into the peace of the countryside without first having to drive. This route destroys the peace of both the Pewsham lock area and other main walk along the old railway to Calne and Hardens Farm (Zone 3) and then filling in everything within the road with housing. This plan is an invitation to leave Chippenham.

Noise mitigation measures will not solve the problem. They reduce the intensity of tyre noise but it is still there. The days of listening to bird song by the canal will be over.

We used to walk these routes before the current pandemic and lockdown but necessarily have appreciated them much more in recent months. To publish a consultation now, just when people need the countryside you wish to destroy, is tone deaf at best. Wilful ignorance of the needs of the people of Chippenham feels more likely.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF319 (cont.)

It is very noticeable that your 'consultation' does not consult on the need for a bypass (euphemistically called a distributor road) or the additional housing you intend to place inside it. It only gives the opportunity to influence the route, implying that the road itself is a done deal. Whilst your consultation may comply with the letter of the law, it certainly does not comply with spirit of consulting the residents of Chippenham on the future of their town and the countryside that surrounds it.

Wiltshire Council should:

1. Scrap this consultation and start by asking what the people of Chippenham actually want.
2. Provide justification of the need for the new road and housing.
3. Explain where these new residents are going to work, shop and leisure.

It is open to question whether the large number of houses is proposed. The government's housing targets were set before Brexit and before the pandemic. The later has caused circa 700,000 Eastern Europeans to return home and while a proportion will return - they have residency rights - it is unlikely all of them will. 700,000 is more than 1% of the population of the UK. The governments levelling up agenda should reduce north to south migration within England. It is highly likely that the targets will be revised.

If Wiltshire Council takes climate change seriously it will be aware that providing faster road links does not reduce pollution but increases it as people travel further within the same time. Adding further roads when we need to encourage people to use more environmentally sustainable forms of transport is counter productive. Electric vehicles are only a partial solution as significant pollution comes from tyres.

The consultation leaflet mentions "existing footpaths and cycle routes and potential new routes". This does not constitute a sustainable transport policy. There is no mention of improved transport links from Chippenham to employment centres such as Bristol or Swindon, or any industrial areas designated in the plan for local employment. Similarly the consultation makes no mention of improved leisure facilities.

The timing of this consultation could hardly be worse. You have asked residents which of their local foot and cycle routes should be destroyed while they are out walking those same routes enjoying the natural world and sounds of the countryside around them. The countryside around Chippenham has been essential to my wellbeing and that of many others during lockdown but instead of recognising this, Wiltshire Council intends to cut the routes with a road and drown out the natural world with tyre noise. Noise mitigation measures are only ever a partial solution.

It appears that Wiltshire Council wishes to ignore the changing world around it and persist with the 1990s solution of building ever more roads, and 7500 new houses across the best outdoor leisure amenities available.

Easy access to the countryside and the station without having to drive are the only reasons I

have to live in Chippenham other than working in the town. Given my job is flexible, if you go ahead, I will be leaving Chippenham. I am sure I will not be the only one.

MSF 320

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
These 'plans' are designed to damage a large amount of countryside which is currently farmland. It is an area which has been used for walking & cycling by many people during the pandemic. There are many forms of wildlife such as barn owls & little owls which are already under threat from loss of habitat.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
I don't actually prefer any of the routes. This appears to be a done deal just seeking justification rather than a real consultation. An extremely large area of countryside will disappear under housing following the building of any of these options. Following Brexit productive farmland should be more important than another road if difficulties with imports continue.
- Q9. 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.**
I don't actually prefer any of the routes. This appears to be a done deal just seeking justification rather than a real consultation. An extremely large area of countryside will disappear under housing following the building of any of these options. Following Brexit productive farmland should be more important than another road if difficulties with imports continue.
- Q10. 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.**
I don't actually prefer any of the routes. This appears to be a done deal just seeking justification rather than a real consultation. An extremely large area of countryside will disappear under housing following the building of any of these options. Following

Brexit productive farmland should be more important than another road if difficulties with imports continue.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 321

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Preserving and protecting heritage assets;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Protecting and enhancing biodiversity e.g. animal and plant habitats;Impact to local rural communities;

Q6. 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.

Improving availability of sustainable transport infrastructure can be achieved in many ways. This can include subsidised electric vehicle transport etc and does not need to decimate the local landscape. None of the choices suggest consideration of local rural communities. There is no evidence that Chippenham needs the stated homes now why Wiltshire council have allocated disproportionate housing volumes on a small rural town.

The impact of additional traffic has also not been considered. Why are we encouraging more vehicle routes. The Eastern end of the road will link to the B4069. This passes through and past small communities that will inevitably 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. A total disregard of third order implications.

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route;Option B - Middle route;Option A - Outer route ;

Q8. 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.

Too greater a scope for development beyond the bounds of Chippenham town. Too significant an impact to the rural environment.

Zone 4&5: The Eastern end of the road will link to the B4069. This passes through and past small communities that will inevitably 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. A total disregard of third order implications.

- Q9. 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.**

Closer to Chippenham boundaries and impact to environment too significant and wholly unnecessary.

The impact of additional traffic has also not been considered. Why are we encouraging more vehicle routes. The Eastern end of the road will link to the B4069. This passes through and past small communities that will inevitably be impacted detrimentally by additional traffic. There is no means to link the two northern ends of the routes and Hill Corner, Jacksom'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. A total disregard of third order implications.

- Q10. 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.**

Better as closer to Chippenham boundary but additional road infrastructure should be discouraged not encouraged.

The impact of additional traffic has also not been considered. Why are we encouraging more vehicle routes. The Eastern end of the road will link to the B4069. This passes through and past small communities that will inevitably be impacted detrimentally by additional traffic. There is no means to link the two northern ends of the routes and Hill Corner, Jacksom'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. A total disregard of third order implications.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

Develop existing road at farm rather than decimate another field. Unnecessary.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

As link 1 comment.

- Q14. How do you travel to/from Chippenham town centre?**

Car;Bus;On foot;Train;

- Q15. Why do you travel to/from Chippenham town centre?**

As part of my commute to/from work;For leisure/social engagements;

- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**

Car;Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;Bus;Walking;

MSF 322

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I don't believe it is necessary to build this road at all. I don't believe all your information about it being sustainable and balanced - it can be - you are destroying farm land and wildlife habitats- that isn't sustainable if you destroy it.

You say you are concerned with climate change - really? Not by building this road and houses. It's nonsense to think that you are doing good for climate change.
- Q9. 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.**
As above - any route is as bad as any other. I don't believe there is the need for the road or for the housing. You say you are aiming to get young people to stay in the area. A road and housing won't do that. There are far more factors than that alone. My daughter didn't want to stay here because she wanted the buzz of city life, her friends too wanted to get away from rural life, it had nothing to do with housing and roads. Chippenham is never going to offer city life to a young person. As regards climate change, not only are you going to destroy farmland and wildlife habitats, but also you then prevent Chippenham from being sustainable in being able to produce its own farm produce locally, thus increasing global warming even more by having to buy produce from further away. The information you have produced is misleading.

- Q10. 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.**
I can't imagine who came up with this idea. It seems honestly like care nothing for the local people, farmers or our wildlife. I strongly object to all of the plans. In no time at all after this house building, there will be another and another and before you know it our farms and copses are gone or ruined and then there is nothing special left about living here.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I strongly object to all the options
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I strongly object to all the options
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;

MSF 323

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
N/A=
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation;
- Q6. 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.**
There is potential to create a much integrated sustainable, ecological asset with the floodplain associated with the Avon and Marden river floodplains. The routes and areas involved do not lend themselves to development and it's obvious floodplains should be avoided and viewed as an environmental asset.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.
- Q9. 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.**
All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.
- Q10. 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.**
All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bicycle;

MSF 324

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 26-35 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution; Climate change adaptation/mitigation; Not building the road;

Q6. 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.

This road is completely unnecessary.

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting.

This is not a proper use of taxpayers' money.

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food.

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

This area of countryside supports breeding populations of various red-listed bird species and we cannot afford to lose them. It also provides a welcome opportunity for the people of Chippenham and Calne to engage with nature in aesthetic surroundings; this is incredibly important for mental health.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 325

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Avoiding concreting over the landscape;
- Q6. 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.**
I do not think any of the options suggested will help Chippenham. We do not need 7500 extra houses. We do not need further destruction of landscape and wildlife habitat. Do not build any of these options.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Do not build
- Q9. 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.**
Do not build
- Q10. 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.**
Do not build
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Do not build
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Do not build

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

Visit bank/shops;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 326

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Easing traffic congestion and improving journey times;
- Q6. 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.**
I don't think the road should be built
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Do not build this road
- Q9. 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.**
Do not build this road
- Q10. 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.**
Do not build this road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 327

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Loss of wildlife habitat, loss of safe environment for exercise, increased pollution
- Q9. 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.**
Loss of wildlife habitat, loss of safe environment for exercise, increased pollution
- Q10. 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.**
Loss of wildlife habitat, loss of safe environment for exercise, increased pollution
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 328

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not build the road;
- Q6. 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.**
This road is not needed, it will ruin the countryside and lead to building on the precious farmland which lies within its perimeter.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This road is not needed, it will ruin the countryside and lead to building on the precious farmland which lies within its perimeter.
- Q9. 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.**
This road is not needed, it will ruin the countryside and lead to building on the precious farmland which lies within its perimeter.
- Q10. 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.**
This road is not needed, it will ruin the countryside and lead to building on the precious farmland which lies within its perimeter.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 329

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;

Q6. 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.

What is the reason for building any of these options?

It will not help bypass the town centre. The north end connects to minor roads and even if connected in the future to the A350 to make a Chippenham circular road, it would offer a longer way around Chippenham than the current bypass. So it is unlikely to be used. In the meantime, it would destroy the rural landscape on the east of Chippenham and add a cost burden to local residents footing the bill.

The road will support new housing. The question is why do we need new housing? Chippenham has had several new housing estates built over the last 30 years, do we really need more? Surely this would only mean more commuters to travelling Swindon and Bristol.

This feels like a road scheme to partially solve a problem that will be created by urban sprawl which isn't in the environments or residents best interests.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

What is the reason for building any of these options?

It will not help bypass the town centre. The north end connects to minor roads and even if connected in the future to the A350 to make a Chippenham circular road, it would offer a longer way around Chippenham than the current bypass. So it is unlikely to be used. In the meantime, it would destroy the rural landscape on the east of Chippenham and add a cost burden to local residents footing the bill.

The road will support new housing. The question is why do we need new housing? Chippenham has had several new housing estates built over the last 30 years, do we really need more? Surely this would only mean more commuters to travelling Swindon and Bristol.

This feels like a road scheme to partially solve a problem that will be created by urban sprawl which isn't in the environments or residents best interests.

- Q9. 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.**

What is the reason for building any of these options?

It will not help bypass the town centre. The north end connects to minor roads and even if connected in the future to the A350 to make a Chippenham circular road, it would offer a longer way around Chippenham than the current bypass. So it is unlikely to be used. In the meantime, it would destroy the rural landscape on the east of Chippenham and add a cost burden to local residents footing the bill.

The road will support new housing. The question is why do we need new housing? Chippenham has had several new housing estates built over the last 30 years, do we really need more? Surely this would only mean more commuters to travelling Swindon and Bristol.

This feels like a road scheme to partially solve a problem that will be created by urban sprawl which isn't in the environments or residents best interests.

- Q10. 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.**

What is the reason for building any of these options?

It will not help bypass the town centre. The north end connects to minor roads and even if connected in the future to the A350 to make a Chippenham circular road, it would offer a longer way around Chippenham than the current bypass. So it is unlikely to be used. In the meantime, it would destroy the rural landscape on the east of Chippenham and add a cost burden to local residents footing the bill.

The road will support new housing. The question is why do we need new housing? Chippenham has had several new housing estates built over the last 30 years, do we really need more? Surely this would only mean more commuters to travelling Swindon and Bristol.

This feels like a road scheme to partially solve a problem that will be created by urban sprawl which isn't in the environments or residents best interests.

- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
Car;

- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work; For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;

MSF 330

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Whether the housing it links is required.;
- Q6. 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.**
What is the justification for the 7500 extra houses this road is designed to link? What about the countryside and amenities such as the much used old railway line which will be destroyed? It's crazy; it's a plan devised by people who want to destroy Chippenham, not help it.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 331

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution;
- Q6. 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.**
Given the current worsening climate crisis and shocking rate of species extinction in the face of loss of natural habitats it is vital we prioritise environmental issues and human health at this critical time. Building new roads with a view to building large housing estates on green field land goes against all the principles of sustainability that local government should be promoting right now. We should be looking to reduce car usage, not encourage it, and spend money on supporting local small scale agriculture not building housing estates on it. Chippenham has been spreading ever wider over the 20 years that I have lived here and already risks losing the ready access to countryside and small-town character that attracted me to it in the first place. I do not therefore support any new road development and the increased urban sprawl that it would foreshadow.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Car;Train;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 332

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
I am very concerned about unnecessary green belt erosion. Please maintain and improve the roads we already have. Don't build new ones.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Dreadful. Do not do this. It's too large and encompasses an area that is far too big. It will be very visible.
- Q9. 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.**
Also too big. A new road is not needed and neither are all these houses. Stop this please.
- Q10. 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.**
Also not needed. What about the green belt, the newts and ruining the cycleway. Stop this. A new road is not needed.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
See above

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

See above

Q14. How do you travel to/from Chippenham town centre?

On foot;Car;Bus;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;

MSF 333

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
I don't want any of the routes but this option is not there. If it must go ahead then please keep the cycle route open and provide a safe way to keep using it.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 334

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Over 66 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation;Reducing 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;not building roads;

Q6. 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.

I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money;

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

In short: planning harm will outweigh any planning gain.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Bank & shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 335

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
CPRE Wiltshire
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
The preference is that Wiltshire council should have only included the road in a consultation which considered the area as a whole and encompassed discussion and questions on housing, economic growth, employment opportunity, climate change and the environment. The selective approach of singling out the road as a separate issue is fundamentally bad Master Planning. Moreover the background papers were prepared before Covid 19 and show no evidence of including post Brexit long and short term effects.;
- Q6. 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.**
The preference is that Wiltshire council should have only included the road in a consultation which considered the area as a whole and encompassed discussion and questions on housing, economic growth, employment opportunity, climate change and the environment.

The selective approach of singling out the road as a separate issue is fundamentally bad Master Planning. Moreover the background papers were prepared before Covid 19 and show no evidence of including post Brexit long and short term effects.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Should not be considered at this time, since it excludes in-depth examination of its justification, as supporting evidence is out of date.
- Q9. 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.**
Should not be considered at this time, since it excludes in-depth examination of its justification, as supporting evidence is out of date.

- Q10. 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.**
Should not be considered at this time, since it excludes in-depth examination of its justification, as supporting evidence is out of date.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 336

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;preserving the Countryside;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
With reference to Zone 2 this Option A is too far from Chippenham and cuts across open Countryside and is too close to the Heritage Asset of Pewsham House and Old Derry Hill. This will encourage Development up to the boundary of the road which in view would not be acceptable. The CO2 emissions ,noise and effect on nature would be also of severe detriment
- Q9. 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.**
Again would encourage huge expansion of Chippenham into a Dormitory Town. This we object to.
- Q10. 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 I had to choose I would select this route
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I hate it !

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

The most sensible option but again why don't you expand Pewsham Way ?

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 337

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
Chippenham Town Centre needs improvement before building new homes which would attract new businesses and jobs. More infrastructure needs to be put in place such as schools, doctors, dentists etc to accommodate all the people that will be living in the new homes. Increase outdoor & indoor leisure facilities for young people. One new road won't be accommodating enough for the amount of vehicles that will be introduced with the increase in numbers populating the proposed development. All of the proposed route options will 'funnel' the traffic to Calne, Derry Hill and Melksham which will impact on those areas where there are existing traffic difficulties. These routes just shift the problem elsewhere.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 338

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Much smaller development, share the number of houses across other towns. It is too big for one town;
- Q6. 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.**
It is much too big for Chippenham. I smaller option should have been offered.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
Please discount my answer above, I don't want any of the options given. You needed to offer a much smaller development.
- Q9. 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.**
Please see above. None of the options are suitable for Chippenham.
- Q10. 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.**
None of the options are suitable for Chippenham.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Please discount my answer above. The options you have provided are not suitable for Chippenham.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Please see answer above. You are not offering a genuine development to Chippenham. Too many houses in one area.

- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 339

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Don't want this new road and certainly don't want all the houses.;
- Q6. 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.**
Don't want the road. Don't want so many houses. Share out the houses with other towns in Wiltshire.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Don't want this option.
- Q9. 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.**
Don't want this option
- Q10. 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.**
Don't want this option
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't want the new road so don't need link roads.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't want new road so don't need link road.
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bus;Train;Walking;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;Train;Bicycle;

MSF 340

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
The council should be focused on protecting the green areas around Chippenham for the benefit of residents and the climate control
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Not acceptable
- Q9. 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.**
Not acceptable
- Q10. 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.**
Not acceptable
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;

MSF 341

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;preserving agricultural land;
- Q6. 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.**
I want to see agricultural land retained and not developed with a huge sprawling mass of uninteresting homes
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
I am surprised you even considering this route as it is too far from Chippenham . Why not widen Avenue La Fleche as the basis and run a new road connecting with the Bath Road. No ! NO ! NO to this proposal . This relates to all 5 zones.
- Q9. 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.**
Again No !This relates to all 5 zones.
- Q10. 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.**
Again NO ! (However if I am compelled to pick an option I would select C as the best of a poor choice.
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It is the best of a poor choice. Any development behind it should have more green spaces than housing. the road should be totally screened by trees and hedges. This would particularly apply to any raised sections.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Absolutely against this proposal from every viewpoint. NO- NO - NO!
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 342

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Up to 25 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Reducing air/noise pollution;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;

Q6. 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.

The greatest challenge facing humanity is climate change, and this is likely to remain the case for the foreseeable future. All actions taken by Wiltshire Council must be in line with its commitment to make both the county of Wiltshire and Wiltshire Council carbon neutral by 2030. A factor that must not be overlooked when constructing new highways is the possibility that increasing the capacity of the road network and decreasing road journey times would encourage more people to drive.

The effects of this could be offset by ensuring that the speed limit on any new road is kept to a minimum - 30mph or preferably below. This would allow the road to fulfill its necessary role as a distributor for new housing developments without decreasing road journey times.

For the same reason, it is critical that the new road is accompanied by upgrades to sustainable transport infrastructure, to make journeys by bus, or active transport shorter and more convenient. As well as installing new sustainable transport infrastructure along the route of the distributor road (or closely parallel to it), it is important to upgrade existing radial routes linking the town centre to areas served by the new distributor road (such as the route along the former railway line to Calne) and adding new radial routes in areas which currently do not have them. Sustainable and active transport should be at the core of any new developments, and the distributor road should only address requirements that sustainable and active transport are unable to fulfill.

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route;Option B - Middle route;Option A - Outer route ;

- Q8. 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.**
 The outer route seems to pass around the outside of the proposed developments. This would seem to make it less effective as a distributor road than a bypass, which is not its intended function.
- Q9. 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.**
 Option B also seems as though it would be less effective as a distributor than option C, since it passes outside of developments in zones 1, 2, and the north of zone 3.
- Q10. 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.**
 Option C seems to be the most suitable as a distributor road - passing through the heart of the proposed developments. However, in zone 3 it cuts across land (not currently in use) which is attached to Stanley Park. As the expansion of Chippenham may require expansion of social and sporting facilities in the town. Care should be taken to ensure that the distributor road does not prevent the future expansion of Stanley Park.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
 Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
 For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
 Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
 Train;Bicycle;Walking;

MSF 343

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 344

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Not building the road would be the best way to address these issues address ;
- Q6. 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.**
Building any of these roads would be extremely damaging, to the factors above. It will be damaging for our natural environment, reduce our biodiversity, contribute additional greenhouse gas emissions and remove nature's way of removing carbon from the atmosphere, by building on green space.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I do not choose any of these options. Do not build this road.
- Q9. 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.**
I do not choose any of these options. Do not build this road.
- Q10. 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.**
I do not choose any of these options. Do not build this road.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I do not choose any of these options. Do not build this road link.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I do not choose any of these options. Do not build this road link.

- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 345

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Climate change adaptation/mitigation;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
I could tick all statements, but if the infrastructure, easing of traffic congestion are addressed many of the other statements will also be addressed (to varying degrees)
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
It will encourage additional building either side of the road, but with a larger diameter (Zones 1, 2 and 3))
- Q9. 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.**
Looks to satisfy all requirements (all zones)
- Q10. 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.**
Limited in some benefits and would soon become integrated into the town centre and go back to causing congestion, albeit in a different location
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This will ease congestion

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 346

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
Please just stop.

They say "If you don't like it, move" so we do.

I am from a lovely countryside village but they've built new roads and new builds around it, destroying the countryside and turning the village into another suburb... so we move to the countryside and it happens again.. and again.. and again... please just stop. We don't need or want this.

Why are you trying to turn Chippenham into Swindon? Does anyone really want that?
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 347

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
The council should not be building this road, it is not needed as the proposed homes it will serve are more than those needed within the local plan. the council support the assessment that there is a climate emergency but want to destroy countryside and increase pollution by building another road.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Simple it should not be built. Why is there not a fourth option above for "I prefer that none of these routes should be built"?
- Q9. 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.**
Simple it should not be built. Why is there not a fourth option above for "I prefer that none of these routes should be built"?
- Q10. 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.**
Simple it should not be built. Why is there not a fourth option above for "I prefer that none of these routes should be built"?
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Simple it should not be built. Why is there not a third option above for "I prefer that none of these routes should be built".

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Simple it should not be built. Why is there not a third option above for "I prefer that none of these routes should be built".

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 348

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
no
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; protecting the greenbelt;
- Q6. 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.**
Chippenham already has a by-pass to the west of the town. There should be some protection of this greenbelt and farm land to the East of the town
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Train;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 349

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;

MSF 350

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Delaying the consultation until people can attend in person;
- Q6. 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.**
The consultation must be delayed until people can interact in person with the information. Before COVID I was happy to provide my thoughts at face to face meetings and did so at least twice. I was passive but could see arguments for and against the scheme. COVID has introduced a step change in behaviour which means I now oppose the scheme: 1. People will travel less, 2. People value green spaces more and we are closer to the existential threat which is catastrophic climate change, 3. Sadly, but realistically, there are more houses available in the country due to a higher death rate. I reject all preferences of route and request that my response is recorded as such.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 351

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
What has this to do with choosing a route around the town centre?;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 352

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
No to a distributor or link road in any form;
- Q6. 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.**
NO BUILDING of any distributor or link road. Wiltshire Council plan to destroy swathes of the Marden Valley and surrounding countryside with low grade housing nobody needs or wants. The natural habitat and wildlife that lives within it will be decimated. This includes great crested newts, deer, red listed bird life and brown hare to name but a few. Chippenham residents do not want another Swindon urban sprawl, what we want is you to invest in the town centre that we already have not just carve up the few remaining green spaces for profit. What you will add to is the climate crisis, traffic congestion, speeding traffic, flooding, air pollution and crime. We all need to aim for carbon zero. These schemes will impose misery on the many and only provide joy to a profiteering few housing developers and a disgraced land owning Wiltshire Council. As you can see from the online PUBLIC opinions these schemes are unwanted and very strongly opposed.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
NO BUILDING of any distributor or link road. Wiltshire Council plan to destroy swathes of the Marden Valley and surrounding countryside with low grade housing nobody needs or wants. The natural habitat and wildlife that lives within it will be decimated. This includes great crested newts, deer, red listed bird life and brown hare to name but a few. Chippenham residents do not want another Swindon urban sprawl, what we want is you to invest in the town centre that we already have not just carve up the few remaining green spaces for profit. What you will add to is the climate crisis, traffic congestion, speeding traffic, flooding, air pollution and crime. We all need to aim for carbon zero. These schemes will impose misery on the many and only provide joy to a profiteering few housing developers and a disgraced land owning Wiltshire Council. As you can see from the online PUBLIC opinions these schemes are unwanted and very strongly opposed.

Q9. 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.

NO BUILDING of any distributor or link road. Wiltshire Council plan to destroy swathes of the Marden Valley and surrounding countryside with low grade housing nobody needs or wants. The natural habitat and wildlife that lives within it will be decimated. This includes great crested newts, deer, red listed bird life and brown hare to name but a few. Chippenham residents do not want another Swindon urban sprawl, what we want is you to invest in the town centre that we already have not just carve up the few remaining green spaces for profit. What you will add to is the climate crisis, traffic congestion, speeding traffic, flooding, air pollution and crime. We all need to aim for carbon zero. These schemes will impose misery on the many and only provide joy to a profiteering few housing developers and a disgraced land owning Wiltshire Council. As you can see from the online PUBLIC opinions these schemes are unwanted and very strongly opposed.

Q10. 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.

NO BUILDING of any distributor or link road. Wiltshire Council plan to destroy swathes of the Marden Valley and surrounding countryside with low grade housing nobody needs or wants. The natural habitat and wildlife that lives within it will be decimated. This includes great crested newts, deer, red listed bird life and brown hare to name but a few. Chippenham residents do not want another Swindon urban sprawl, what we want is you to invest in the town centre that we already have not just carve up the few remaining green spaces for profit. What you will add to is the climate crisis, traffic congestion, speeding traffic, flooding, air pollution and crime. We all need to aim for carbon zero. These schemes will impose misery on the many and only provide joy to a profiteering few housing developers and a disgraced land owning Wiltshire Council. As you can see from the online PUBLIC opinions these schemes are unwanted and very strongly opposed.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

NO BUILDING of any distributor or link road. Wiltshire Council plan to destroy swathes of the Marden Valley and surrounding countryside with low grade housing nobody needs or wants. The natural habitat and wildlife that lives within it will be decimated. This includes great crested newts, deer, red listed bird life and brown hare to name but a few. Chippenham residents do not want another Swindon urban sprawl, what we want is you to invest in the town centre that we already have not just carve up the few remaining green spaces for profit. What you will add to is the climate crisis, traffic congestion, speeding traffic, flooding, air pollution and crime. We all need to aim for carbon zero. These schemes will impose misery on the many and only provide joy to a profiteering few housing developers and a disgraced land owning Wiltshire Council. As you can see from the online PUBLIC opinions these schemes are unwanted and very strongly opposed.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option3'.

NO BUILDING of any distributor or link road. Wiltshire Council plan to destroy swathes of the Marden Valley and surrounding countryside with low grade housing nobody needs or wants. The natural habitat and wildlife that lives within it will be decimated. This includes great crested newts, deer, red listed bird life and brown hare to name but a few. Chippenham residents do not want another Swindon urban sprawl, what we want is you to invest in the town centre that we already have not just carve up the few remaining green spaces for profit. What you will add to is the climate crisis, traffic congestion, speeding traffic, flooding, air pollution and crime. We all need to aim for carbon zero. These schemes will impose misery on the many and only provide joy to a profiteering few housing developers and a disgraced land owning Wiltshire Council. As you can see from the online PUBLIC opinions these schemes are unwanted and very strongly opposed.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 353

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
I enjoy walking along the disused railway line along with many other local folk in Chippenham / Calne. I would be so disappointed to see this route spoiled by a new road.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I would prefer this road is not constructed
- Q9. 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.**
I would prefer this road is not constructed
- Q10. 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.**
I would prefer this road is not constructed
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 354

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not build the road on the countryside.;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Climate change adaptation/mitigation;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
Any of the road options and inevitable associated housing would be a huge expansion of the urban environment into green field sites. We need more countryside not less. It would lead to a direct increase in greenhouse emissions contrary to the climate change agenda.

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

It is wrong for the council to spend £75 million pounds in this hugely damaging way just because the government has made it available. The country has huge debts already.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
A huge and unwelcome incursion into the countryside leading to urban sprawl.
- Q9. 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.**
A huge and unwelcome incursion into the countryside leading to urban sprawl
- Q10. 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.**
A huge and unwelcome incursion into the countryside leading to urban sprawl

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Unnecessary as the road is not wanted
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Unnecessary as the road is not wanted
- Q14. How do you travel to/from Chippenham town centre?**
Bus;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping occasionally;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 355

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
N/A
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not building new houses on green land;
- Q6. 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.**
The Distributor Road is a ruse. Its purpose is to create an Eastern semi-ring road which can then be in-filled with new housing estates. It has little to do with easing traffic congestion - in fact in the long-term it will greatly increase traffic congestion. All 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. Wiltshire Council should reject the Government's housing targets and should ask them instead to get net immigration under control which is the main source of housing pressure in the UK - see MigrationWatchUK.org website for the facts.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

Q14. How do you travel to/from Chippenham town centre?

Car;Bus;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bus;

MSF 356

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;The road is incompatible with most of these!;
- Q6. 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.**
With current traffic volumes is the road really necessary? The A350 is a major bypass around Chippenham which already has excellent links connecting to/from it. The proposed road risks being a blank cheque to future housing development which will do irreparable damage to the local environment, wildlife, climate and natural amenities.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;Train;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Car;

MSF 357

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;

- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Bicycle;Walking;

MSF 358

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution; Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Protecting and enhancing local recreation facilities eg footpaths, cycle paths;
- Q6. 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.**
Getting to and around Chippenham by car is already quick and easy, but to protect the environment and our health we also need sustainable transport options. This should include good quality cycle routes as well as footpaths and public transport, for both commuting and leisure. 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. We should also try to develop in a way that retains heritage and biodiversity for future generations.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
This is the route that most negatively affects the countryside around Chippenham. It is the longest route, would pass mostly through countryside rather than future residential areas, and is the most visible. In zone 2 it crosses over publicly accessible, restored sections of the Wilts and Berks canal - an important local amenity which would be significantly diminished by having a ring road crossing it. A larger Chippenham would benefit from better cycle routes connecting parts of the town to the centre, however due to its location this option would likely be used primarily by motor traffic (it is too much of a detour to be useful to cyclists and pedestrians).

- Q9. 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.**
 This route is better for pedestrians and cyclists and affects the countryside around Chippenham less than the outer route. However, it would still be on the outer edge of communities and its Pewsham link is not a direct route to town. This reduces this option's usefulness for cyclists and pedestrians. It affects the countryside around Chippenham less than the outer route but more than the inner route.
- Q10. 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.**
 This is the option that best connects the proposed housing development sites to each other and to the centre of town for pedestrians and cyclists - it provides the shortest and most direct route between the proposed new housing on the one hand and the town centre and other parts of town on the other. It is largely encased within the proposed new residential areas, helping to connect them while reducing the impact on the surrounding countryside.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
 Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
 This provides the most direct route to the town centre from the proposed new developments. This would make the new road more useful and attractive for cyclists and pedestrians.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
 This link leads away from centre of town - it is a detour for people who want to get from the proposed new housing into town. This is likely to discourage people from making use of any walking and cycling route running alongside the road and to get in their cars instead.
- Q14. How do you travel to/from Chippenham town centre?**
 On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
 For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
 Walking;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
 Walking;

MSF 359

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times; Reducing air/noise pollution; Farmland protection.;
- Q6. 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.**
From my answer it should prove that I am against any new distributor road around Chippenham because all the answers are to protect what we already have.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Don't approve.
- Q9. 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.**
Don't approve.
- Q10. 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.**
Don't approve.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;
-

MSF359 (cont.)

I recently answered the consultation to the above. Having read through the information it became apparent that only a very small number of local residents had so far responded to the various elements of the consultation, so on this point alone I fail to see how the result of the consultation can be representative of the majority.

When I answered the questions in the consultation I gave no approval for any of the proposed routes for a relief road. Apart from visiting Chippenham I regularly use it as a route to elsewhere and I rarely find traffic an issue. True that I am retired and don't travel in rush hours but show me any town that doesn't suffer from high traffic volumes at peak times. The only bottle neck that I can see is at the Bridge Centre roundabout, but if you truly wanted to build a road it could be from the A350 close to Lackham to the Avenue La Fleche and just fill in the bits of land that aren't on the flood plane with housing. Of course Wilts Council could have reduced the amount of heavy traffic through Chippenham, Derry Hill and Calne if they had refused the Hills group the planning permission to extend the recycling facility at Lower Compton as many Calne people wanted. I and others suggested opening a site to the side of junction 17 of the M4 but of course common sense never prevails. I notice that the land there is now for sale for development.

My major concerns is the amount of housing in the plan and the way it encroaches on other villages and hamlets. No one who lives in any of the surrounding areas I am sure wants to become a suburb of Chippenham. My fathers side of the family came from Stratton-St-Margaret in Swindon and I remember it being separate along with Lydiard Millicent and the like. Swindon has become a sprawling monstrosity that seems hell bent on consuming as much green land and local villages as possible with absolutely nothing to recommend it as a place to visit. Is Chippenham doomed to the same fate?

If all this housing is approved in one go how will this affect the 5 year land supply that Wiltshire is obliged to keep? I thought that already approved development but not yet built was not included. Wiltshire should be rationing its planning permissions to only just cover the 5 year housing supply so that other Wiltshire towns are not left open to speculative development.

The other issue in my book is that from 2025 all new houses built have to comply with far more stringent building regulations to cover greenhouse gas emission's. If there is a rush to get the proposed 7500 houses in the plan built before then, all of them are at some point in the future going to need massive upgrade to try and reduce their carbon footprint. In my opinion all new houses should already be eco houses orientated with south facing roofs fitted with solar panels, triple glazing and air or ground source heating. It is madness to carry on building houses with old technology. If every house had solar panels then maybe the

proposed solar farm at Pewsham wouldn't be needed thus saving a bit more green space. If all the planners want to do something useful then upgrade the cycle way between Calne and Chippenham along the old railway track. As a cycle route it is fine if you want to arrive anywhere covered in mud but for cyclists with racing bikes or as a commuter route it is useless. Much noise has been made about the provision of cycle routes so here would be the chance to have a proper one. I would use it to get to Chippenham if I didn't have to wash the bike and my clothes when I got home. I could go on but I'm sure enough other people have had their pennyworth so I will leave it at that.

MSF 360

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work; For leisure/social engagements;

- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 361

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
unnecessary road simply to enable yet more over development which is not needed. Not for local people, nor will they benefit. Countryside is green and should be kept that way - have you heard about the climate emergency? Concrete is not the answer ;
- Q6. 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.**
No need for the road or the systematic raping of the countryside to provide NOTHING for local people
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 362

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution;
- Q6. 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.**
I feel that there must be a better way of achieving such improvement in local transport without ruining so much green countryside. So I would prefer that none of these roads are built.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;

MSF 363

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;

MSF 364

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping; For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 365

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation;
- Q6. 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.**
Reducing traffic flow through centre of town.

Improving links around chippenham.

Maintaining accessibility for pedestrians.

Avoiding the new housing being car dependant (people should be able to walk into town with no car)
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Zones 2 and 3 will have communities cut off, unable to access town centre by walking/cycling; but better than other routes for the volume of people that would be cut off.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Food shopping and other shopping ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 366

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Do not build this
- Q9. 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.**
Do not build this
- Q10. 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.**
Do not build this or any other such road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 367

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; Not building the link road;
- Q6. 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.**
The proposal will destroy a rural river valley landscape and its flora and fauna. The population density of North Wiltshire is out of balance - excessive and Chippenham should not be enlarged as envisaged.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Horrendous destruction of river valley
- Q9. 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.**
Slightly less horrendous destruction of river valley
- Q10. 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.**
The least worst route if the scheme is approved.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;Train;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 368

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Do we need another road at all?; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
I do not believe we need to create this road because it will cause air pollution which is a major killer and one which has not been addressed. Greenhouse gases will be created by road users and beautiful countryside will be ruined. The Marden Valley is an important area for wildlife and has benefits for walkers and is useful for creating food for all.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
I do not like any of the proposed routes for this road as we do not need it. The road wherever it is is going to create congestion on the roads we already have in Chippenham. The people of Chippenham have not been properly consulted about the destruction of the Marden Valley.
- Q9. 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.**
I do not support a new road anywhere on either of these maps. Many people I have spoken to are not going to use roads in the same way anymore. They are working from home and have the option to do so forever.
- Q10. 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.**
What a shame to damage the countryside of Wiltshire. The houses will be bought by commuters to London and other such areas and will not help ordinary people in the area. The cycle path is valued by Chippenham and Calne residents and those from other areas and will be destroyed by the road.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I do not support either Pewsham Link Option as I value the countryside as do many others.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Do we need another road at all?
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
shopping;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 369

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 26-35 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Reducing air/noise pollution; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;

Q6. 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.

I'd like to say first off (as there seems to be nowhere else to put it) that I think it's the Council hasn't given an option to object to the road in its entirety in this 'consultation'. The current approach is not inclusive - the Council should have asked whether the road was wanted in the first place, and then asked which route; this would have been a truly democratic, evidence-led and inclusive consultation. At present this gives the impression of a done deal which is hardly democratic.

I object to this road (and the housing developments it supposedly supports, though I understand this is a separate issue). Road use expands to meet capacity - why is the council not exploring better and more sustainable options than encouraging increase in private, polluting, transport - especially at a time of climate emergency? On that note, if the road scheme goes ahead, I consider vital that the Council preserves wildlife habitat as far as possible.

Wiltshire's historic landscape is internationally important as well as drawing tourists to the county. The proposed routes go through known areas (and in some cases sites) of archaeological significance - why is the Council bulldozing these instead of capitalising on them? I notice that the archaeology is not listed on the heritage sections of the consultation documents - has the Council liaised with its own archaeology department, and if so will it be publishing their advice (whether under EIR publication schemes or otherwise)?

Finally, while it's commendable that the schemes attempt to account for walking and cycling routes to the Town centre, all three options at some point intersect with popular walking, cycling and running routes (the cycle track to Calne specifically, but also the canal towpath). If this road scheme goes ahead, I feel that the Council must ensure that whatever option is taken does not adversely affect use of these routes. At the least, there is a need to ensure that there is safe access across the new roads for all transport users - over- or under-passes, perhaps. Not including safe crossings

(preferably ones that maintain the integrity of the existing routes) will disincentivize these sustainable options thereby increasing traffic density/congestion and reducing sustainability. The Council also has an agenda to promote healthy activity - cutting off safe and pleasant places to do this doesn't help.

All of the options presented either damage archaeology, the local environment, recreation routes, or (usually) all three.

Q7. Please rank the three potential road route options into order of preference.

Option B - Middle route; Option C - Inner route; Option A - Outer route ;

Q8. 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.

- Zone 1 doesn't work given the possible pollution of the watercourse
- Zone 2 is ridiculous - why is the Council trying to ruin a local beauty spot (the canal) which is heavily used for recreation because of its environmental qualities, not to mention the impact that the road/bridge will have on wildlife and habitat? However, I prefer this option of route for the crossing of London Road
- Zone 3 - Again, ruins a popular recreation route by crossing the railway path; not only lessens the chance of people wanting to use the route to exercise, also curtails the off-road link to Calne by whacking a road through the middle. Having said that, if the road must cross the railway line, this may be the least worst option
- Zone 4 - All three options probably heavily impact archaeological sites - again, why is the Council trying to bulldoze its heritage assets?

Q9. 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.

- Zone 1 - least worst option
- Zone 2 - poor connection to London Road - prefer route A for this. Too much impact on the current walking route to the canal. Heavy impact on archaeology.
- Zone 3 - Again, ruins a popular recreation route by crossing the railway path; not only lessens the chance of people wanting to use the route to exercise, also curtails the off-road link to Calne by whacking a road through the middle.
- Zone 4 - All three options probably heavily impact archaeological sites - again, why is the Council trying to bulldoze its heritage assets?

Q10. 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.

- Zone 1 - too close to conservation area
- Zone 2 - poor connection to London Road - prefer route A for this. Too much impact on the current walking route to the canal. Heavy impact on archaeology.
- Zone 3 - Again, ruins a popular recreation route by crossing the railway path; not only lessens the chance of people wanting to use the route to exercise, also curtails the off-road link to Calne by whacking a road through the middle.

•Zone 4 - All three options probably heavily impact archaeological sites - again, why is the Council trying to bulldoze its heritage assets?

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?
On foot;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Walking;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Walking;

MSF 370

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Supporting the Farming Community;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 371

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
- Q6. 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.**
There is absolutely no justification for this project. Post covid there will be less traffic because more people will be working differently. People are attracted to the area to get away from busy cities with noise and pollution and value the beautiful countryside you are he'll bent on destroying..what has happened to the climate change agenda? There are now many empty buildings in Chippenham...including the recently built car park which could be turned into housing leaving the countryside as it is and should be for future generations and to preserve the wildlife which will inevitably disappear. We neither need or want the road or the amount of housing proposed. It is about time people were consulted before their whole landscape is decimated. It will not improve the town...it will deprive the people who live here the countryside to walk cycle horse ride etc in...a big reason that people relocate here in the first place....you are just attracting more commuters who are the only people who may need to use the road for exiting the town to go back to larger places for work. I oppose to more of my taxpayers money being wasted on schemes dreamt up by greedy planners with little insight or concern to the future needs.
- Q7. Please rank the three potential road route options into order of preference**
- Q8. 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.**
Not needed or wanted
- Q9. 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.**
Not needed or wanted
- Q10. 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.**
Not needed or wanted

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not needed or wanted
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 372

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;
- Q6. 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.**
I believe that It should encompass the outskirts of Chippenham.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I believe that this would be the best option available
- Q9. 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.**
- Q10. 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.**
Too many compromises made and not a practical solution
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Links up with small roundabout and with the potential to add more disruption to traffic flow in and out of Pewsham
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Appears to offer a larger more manageable roundabout and away from Mortimer wood
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 373

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; Chippenham Town centre cannot cope with continually increasing more homes;
- Q6. 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.**
CHIPPENHAM has already seen major development over the last few years. Stop destroying our remaining countryside. The infrastructure cannot sustain extra housing, just because the council have been offered a large carrot; who would want to visit the over burdened town or enjoy a visit to yet another bypass adorned by many toy-town estates. Leave it alone!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Any of these will destroy our lovely town as we know it. Pollution will be extortionate and the wild life will become extinct. I thought the aim of the government was to reduce emissions not increase it!
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
To support local businesses and socialise;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 374

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting wildlife and green fields;
- Q6. 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.**
Allow Chippenham to breathe and not become a mini Swindon. Build on brownfield sites as a priority. Don't build on farms, destroy wildlife and increase noise, traffic and pollution. I won't rank any of the road as I don't want any of them at all at any time.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Reject this option
- Q9. 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.**
Reject this option
- Q10. 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.**
Reject this option
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Reject all options

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Reject all options
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Misleading question, I live on the outskirts of Chippenham;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 375

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; Preserving and protecting heritage assets; Do not build road.;
- Q6. 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.**
This is going to be disastrous to the community and wildlife in Chippenham. Over lockdown, the walks which are due to be destroyed by this road are what kept me sane and happy. The council need to think of a new solution which doesn't cause this much harm and destruction to people.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Awful. - Do not build.
- Q9. 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.**
Awful. - Do not build.
- Q10. 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.**
Awful. - Do not build.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 376

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**

Easing traffic congestion and improving journey times; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;

- Q6. 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.**

I would like to put forward an opinion that this consultation doesn't naturally lead you toward or indeed give you an option for.

I would suggest that through your methodology you are trying to allude to the fact that a road to the east of Chippenham will give "better access to the A350 and M4". This cannot be the case if it is a 30mph road that meanders through residential and commercial areas with housing facing on to the road. This road is solely for the purpose of Opening up large areas of Comercial productive farmland for housing. For the last few years these farms have been run down as they are owned and controlled by the council, instead of amalgamating farms into viable units to be rented by new entrants into farming, a valuable asset for the county in terms of income and bio diversity, they have been let go to make sure they do not have sitting tenants for this attempt to build on them.

Within this consultation the only option that you might be able to afford with The HIF bid is the part of option C that goes from Pewsham way to Showell Nurseries and even that won't be carbon neutral but will have the benefit of relieving the bottleneck at the Bridge Centre.

I understand that Chippenham has been put forward as one of the three major towns in Wiltshire to have major development but I do take exception to the fact that 7,500 houses is a huge change to the size of Chippenham, it is significantly greater in number to government guidelines and I wonder if the council are looking to "cash-in" on the sale of all of the council tenant farms.

This consultation makes great distinction between the roads and housing but the two are intrinsically linked. At no point in this consultation or the local plan consultation are there any figures quoted to each individual packages of land or indeed global figures for all of the land released by the road options.

As I fill in the rest of this document I will inadvertently put my mark on one or other of options A B or C

Because that is what you want to come up with some figures correlated post consultation.

I would like to make it obvious that I do not want to see any of the options proceed and that your consultant be asked to review their methodology without the obvious pressure to skew their results.

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route; Option B - Middle route; Option A - Outer route ;

Q8. 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.

Option A has been put forward as an option to drop in favour of one of options B and C. The route is predominantly on high ground particularly in zones 3 and 4 which cannot be mitigated with earth bunds.

The association with the areas released for housing will be a blight on the landscape and in Zone 4 be an ecological disaster as it is so close to the river Marden where your expert admitted to only a desktop study with field results not available for us to consider.

Q9. 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.

This option in Zone 4 will be on the top of a natural ridge next to the Marden Valley it and its associated housing will be highly visible from all areas and cannot be mitigated by earth bunds that your webinar alludes to.

Q10. 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.

I really do not want to give my vote for option C however in zone 1 the shortest bridge this would relieve traffic congestion at the bridge centre and give direct access to the A350.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q15. Why do you travel to/from Chippenham town centre?

To go to the supermarket ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;

MSF 377

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Reducing 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; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
A full environmental impact study should be undertaken, and the Future Chippenham plans should be leading the thought process behind this so that the plans are aligned.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Object strongly to this option - completely unnecessary spending when there should be investment in the current road infrastructure, environment and town centre.
- Q9. 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.**
Object strongly to this option - completely unnecessary spending when there should be investment in the current road infrastructure, environment and town centre.
- Q10. 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.**
Object strongly to this option - completely unnecessary spending when there should be investment in the current road infrastructure, environment and town centre.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Object strongly to this option - completely unnecessary spending when there should be investment in the current road infrastructure, environment and town centre.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Object strongly to this option - completely unnecessary spending when there should be investment in the current road infrastructure, environment and town centre.
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;Use the shops;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 378

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Reducing 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;
- Q6. 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.**
The reason Chippenham is such a lovely place to live is the balance we have between town centre amenities and easy access to beautiful rural green spaces. This proposition will completely destroy many of the communities most beloved green areas, enjoyed by individuals old and young. It is so important for young children to be able to enjoy unspoilt nature, and to learn about the diversity of wildlife we have. Please reconsider this.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
They are all dreadful - destroying popular green spaces that many people use and love in every zone they touch
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 379

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation; Reducing air/noise pollution; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Preserving and protecting heritage assets;
- Q6. 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.**
Having been brought up in Chippenham I have watched us lose our green wooded land and the houses that are built have hardly any garden. It is important that we keep the country side. With climate change and also the fact a lot of people are now not needing to travel to work every day perhaps we should be looking at taking care of the land and Chippenham shops. Do we actually need more houses and bigger roads. We have already become a dormitory town. We have a beautiful river that runs through the centre of town and parks that could be better developed. We need outside spaces free of traffic and the pollution they bring.

Let's put the heart back into Chippenham not RIP more of it out.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bus;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bus;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Car;

MSF 380

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
The proposals to build this distributor road followed by the inevitable in-fill of 7,500 houses, are just about the worst set of proposals for Chippenham and the people of Chippenham, that I've come across in the 20 years that I've been here. They will destroy the environment and increase traffic numbers by up to 15,000 vehicles in the Chippenham area. We already have more than enough new housing in Wiltshire which is responsible for the growth in traffic and we (the residents) do not want to see the town become another Swindon - no thanks! The whole scheme should be scrapped asap.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 381

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Easing traffic congestion and improving journey times; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution;

Q6. 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.

I also strongly favour any of these routes over not having the road, as through traffic between the M4 and places to the East and South East of Chippenham is currently forced through the Bridge Centre and New Road bottlenecks.

Having very a constricted centre and no "inner ring road" Chippenham must have a complete outer ring road before the nationally much needed further housing developments are built. The further the ring road is away from future housing the better, it will be better to have green space inside the ring, than having the road very close to housing and schools.

Q7. Please rank the three potential road route options into order of preference.

Option A - Outer route ; Option B - Middle route; Option C - Inner route;

Q8. 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.

Whether the road is classed as a local distributor road, or a trunk road, the zones 3,4 & 5 section between the A4 and the A350 will inevitably be used as the preferred route for through traffic between Calne & Devizes and the M4 J17. For this reason I strongly prefer the outer route, where traffic noise and pollution will be furthest from the centre, and from the new housing developments.

The outer ring is my much preferred option for Zones 1 and 2, because the Pewsham Way road already provides a good distributor road, there's no need for the new road to be quite so close.

I also much prefer the single roundabout option connecting to the A350 Lackham roundabout, rather than having the separate roundabout on the minor road. This would encourage through traffic going clockwise around Chippenham to use the A350, rather than use slightly shorter but smaller minor roads towards the Pheasant and Rowden.

Q9. 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.

Zone 2-3 Would much prefer a roundabout where the new road crosses the A4.

A staggered junction would be less conducive to traffic flow, and could also be problematic when forming a fully dualled ring road in the future.

If option B is chosen, then this should be with a roundabout connection to the A4, not a staggered junction.

A roundabout would also be more likely to encourage through traffic to take the distributor road in either direction, rather than continuing straight through to the Bridge Centre bottleneck.

Q10. 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.

I don't like the separate roundabout on the road to Rowden at all. A single Lackham roundabout option would encourage through traffic going around Chippenham to stay on the distributor road, rather than use the minor roads towards the Pheasant and Rowden. There should be green space and a noise buffer between the distributor road and housing developments, so I much prefer the outer options.

If the general route of option C was chosen, the connection should still be direct to the A350 Lackham roundabout, not to the minor road.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

This option would force all traffic between the distributor road and Pewsham estate to use Canal Road, with under use of King Henry Drive.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Very much prefer 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 make all that traffic use Canal Road.

It would make more sense for the line of the Pewsham 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.

Q14. How do you travel to/from Chippenham town centre?
Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?
For leisure/social engagements;for shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Walking;

MSF 382

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I have given up trying to find information on either link, why could you not have linked to the specific document or map. I'm pretty tech savvy but there are so many documents, consultations and proposals from the last 12 months!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 383

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
N/A
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; With the changes in behaviour of motorists over the past 12 months due to Covid, why are there plans for a new relief road with motorist numbers now expected to decline? You need to spend money as you will lose it, but destroying our green space in our beautiful countryside is ridiculous;
- Q6. 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.**
As mentioned, why oh why do we want more roads, and more houses in Chippenham. We live in a beautiful town with incredible countryside and wildlife all around, but you want to destroy that to put in a monstrous bypass. Doing these things make a town like Chippenham less attractive to people, not more attractive.

For a Town Council who are against anything good happening to the town, they now seem insistent in destroying it further by making it a concrete jungle. Ridiculous. The money could be spent far more wisely on providing better services throughout the town, creating a better cycling network increasing people's ability to access health and fitness and generally being a progressive town, a road like this makes us a town interested in nothing more than laziness!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Don't do it
- Q9. 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.**
Don't do it

- Q10. 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.**
Don't do it
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't do it
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't do it
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Walking my dog, running, shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 384

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Reducing air/noise pollution;
- Q6. 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.**
Outrageous that Westbury doesn't have a bypass yet Chippenham already has a bypass to the west that just needs to have road dualling completed. Nobody would want to use an easterly route to get to the A350 thereby doubling their mileage. No point in a second bypass to just move the bottleneck 20 miles further south. One could ask which organisations would benefit monetarily from this and what connections are they to any official of Wiltshire Council?
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
None...finish and upgrade western bypass
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Train;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;

MSF 385

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
Ensuring Farm Land and the local natural environment in and around the Chippenham is not destroyed by a road which is not needed or required, which is only being implemented to enable land to be sold to housing developers which intern benefits Wiltshire council through the sale of the land and the extra council tax revenues it will provide. (IF people do decide to relocate and move to Chippenham, which may not happen after the lessons learned from Covid 19) I believe this is only being implemented to recoup the loss of revenue when Swindon Borough Council was formed.

This plan has only been enabled to be raised by Wiltshire Council because most of the Farms and land in the overall plan are owned by Wiltshire Council.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
All Areas 1 - 5
- Q9. 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.**
All Areas 1 - 5
- Q10. 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.**
All Areas 1 – 5

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

'Pewsham Link Option 1 - Will again destroy both farm land and the local natural environment and will be used to open up further land for housing developers to buy, as I believe most of the Farms the overall plans are owned by Wiltshire Council.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

'Pewsham Link Option 3 - Will again destroy both farm land and the local natural environment and will be used to open up further land for housing developers to buy, as I believe most of the Farms the overall plans are owned by Wiltshire Council.

Q14. How do you travel to/from Chippenham town centre?

On foot;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 386

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
Close to Lackham and altogether too BIG.
- Q9. 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.**
My preference - because it seems likely to be the least dominant and obvious in the landscape.
- Q10. 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.**
Very close to existing built up area.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I cannot locate p7 of some mythical consultation leaflet, so cannot comment
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
As above

The whole website seems to be in bureaucratese, rather than in human-speak

- Q14. How do you travel to/from Chippenham town centre?**
Bus;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 387

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
In fact I would rather this road was not built at all
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
I do not think this improves our lives - perhaps a more sustained campaign to discourage the use of vehicles would be more beneficial for everyone, including animals and wildlife. Mental health issues would not be improved with this scheme.
- Q9. 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.**
no
- Q10. 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.**
no
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This would cause an irrevocable damage to every aspect of living in this area
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
As above for option 1

- Q14. How do you travel to/from Chippenham town centre?**
Bus;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Walking;

MSF 388

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 389

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
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;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
We have already done our fair share of building. We now need to consider the Wild Life.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
We have already done our fair share of building. We now need to consider the Wild Life.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;Bus;

MSF 390

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
My preference is for option D - none of the above. I am very unhappy that Wiltshire Council is trying to force this huge expansion of Chippenham, without any meaningful consultation
- Q9. 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.**
see comment in 8 above
- Q10. 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.**
see comment in 8 above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
see comment in 8 above
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
see comment in 8 above
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle; On foot;

Q15. Why do you travel to/from Chippenham town centre?

local shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;Bicycle;

MSF 391

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
No road!!
- Q9. 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.**
No road!!
- Q10. 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.**
No road!!,
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road!!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road!!
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Bicycle;

MSF 392

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution;
- Q6. 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.**
It is unlikely that any of the routes have a hope of achieving all of those goals. The road should not be built, with investment made instead to improving sustainable transportation provisions on the existing roads.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
These are all awful ideas. We really don't want this road.
- Q9. 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.**
Other people will have explained better why this road is unwanted. I am simply here to make it clear that there are a lot of us.
- Q10. 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.**
Three bad options is three bad options. You never have us the option of no road, which is presumably because you know we don't want it.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This isn't wanted either.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
You could have just asked before spending money on designing routes.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 393

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Less housing and less new roads;
- Q6. 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.**
The new road connecting the north east and southern parts of the town to the A350 would bring more traffic, cars.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Some shopping or leisure center;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 394

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
No road;
- Q6. 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.**
No road should be considered
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 395

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
dont build it;
- Q6. 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.**
dont need more development, town is in balance, will only result in yet more ■■■■■ houses for commuters
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
dont build it
- Q9. 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.**
dont build it
- Q10. 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.**
dont build it
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 396

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
No road
Will destroy country side, will damage cycle path which is well used by community, and lead to ridiculous urban sprawl.
- Q9. 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.**
No road

Will destroy country side, will damage cycle path which is well used by community, and lead to ridiculous urban sprawl.
- Q10. 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.**
No road

Will destroy country side, will damage cycle path which is well used by community, and lead to ridiculous urban sprawl.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;Car;

MSF 397

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
Traffic congestion is obviously an issue in Chippenham. The new road will alleviate this considerably. However, we must conserve our local wildlife and landscape whilst achieving this.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
I believe that this will be the better option out of all three. It keeps the road further away from the town (ie road noise/pollution) and in the long term, it will provide opportunities for further affordable housing and smaller businesses which can only increase the local economy and help to modernise Chippenham.

On another note, I think the proposed road is brilliant. I know that there is a lot of people complaining about the new proposals and I understand some people can be very opposed to change without thinking about the benefits. They simply protest change of any kind and find a way to justify it. I would use the example of the A34 Newbury bypass. This road was needed badly, yet protesters delayed the construction for ages. I couldn't imagine how congested Newbury would be now without the bypass. This is the same for Chippenham. Can you imagine how congested Chippenham would be in 20 years time if this road is not constructed?

- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference. Pewsham Link Option 1;Pewsham Link Option 3;**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 398

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;Car;

MSF 399

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
No road or houses;
- Q6. 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.**
No road or houses
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road or houses
- Q9. 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.**
No road or houses
- Q10. 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.**
No road or houses
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road or houses
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road or houses
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 400

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
The thoughts of the people living in Monkton Park not just box ticking;
- Q6. 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.**
It seems whatever we the people say makes no difference at all as it's already decided
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
The further away from residence the less noise pollution
- Q9. 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.**
Cuts right through the green belt
- Q10. 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.**
Too close to Monkton Park
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Further away from already built properties the better
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Again further away from already built properties the better
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car; Walking;

MSF 401

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
I do not want a new road, why have we not been allowed to consult on whether to have a road or not?;
- Q6. 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.**
As stated above, I wish to have the opportunity to consult on whether we should have a new road first, this consultation is written as if the road is a foregone conclusion. I do not want a new road which will just destroy our local green areas not just with the road but the proposed housing that will follow it.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I choose none as my preferred option as I don't not agree to having this road.
- Q9. 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.**
I choose none as my preferred option as I don't not agree to having this road.
- Q10. 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.**
I choose none as my preferred option as I don't not agree to having this road.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I choose none as my preferred option as I don't not agree to having this road.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I choose none as my preferred option as I don't not agree to having this road.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 402

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
- Q5. 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?**
Not building an unnecessary road.;
- Q6. 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.**
The location of the proposed roads is unnecessary, seems a waste of money and will not help traffic problems, it could be better placed. If built with the huge number of proposed houses, it will completely ruin a beautiful green area, and in turn damage the environment and increase air/noise pollution
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
The location of the proposed road is unnecessary, seems a waste of money and will not help traffic problems, it could be better placed. If built with the huge number of proposed houses, it will completely ruin a beautiful green area, and in turn damage the environment and increase air/noise pollution
- Q9. 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.**
The location of the proposed road is unnecessary, seems a waste of money and will not help traffic problems, it could be better placed. If built with the huge number of proposed houses, it will completely ruin a beautiful green area, and in turn damage the environment and increase air/noise pollution
- Q10. 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.**
The location of the proposed road is unnecessary, seems a waste of money and will not help traffic problems, it could be better placed. If built with the huge number of proposed houses, it will completely ruin a beautiful green area, and in turn damage the environment and increase air/noise pollution

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 403

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
Life has changed since the arrival of Covid 19 and all your predictions for residents and businesses of Chippenham were made pre Covid 19 times. One of the major contributing factors to maintain "mental health" during this period has been access to green sites and being away from concrete and noise of traffic. Many people now work from work and realise that they are more efficient working from home and hence are no longer using their cars as often and in many cases I know people have got rid of their second car. I do not consider that it is to Chippenham's benefit to have more concrete, more noise not unless it is absolutely necessary. Lets see how things pan out post Covid 19 restrictions before jumping ahead with a new road scheme which is absolutely NOT ENVIRONMENTALLY FRIENDLY. We need to protect our environment otherwise we will just kill ourselves off as we won't have any oxygen to breathe.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
As I have said I don't think we need any new roads right at the moment. We need to preserve our countryside as much as we can. If you need a new road so there is no congestion in the centre of Chippenham dig a tunnel instead.
- Q9. 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.**
As bad as the previous suggestion. Noise, pollution is not good for our health. I can't believe that you think it is something positive to suggest that the road links up to the national cycle way. People using the cycle way are TRYING TO GET AWAY FROM THE CARS AND LORRIES.... If Wiltshire was an innovative council you would be

proposing more cycle links and walkways, getting people to walk more.... We need to get out of our cars not into more of them. We need to be planting more trees not destroying them. And since we are supposed to be more self-sufficient shouldn't we keep as much land as possible to grow more food?

Q10. 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.

the only good thing I can say about this one is that it is destroying less land than the other two options.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

As I have said before I don't think you should be building these roads.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 404

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
There is no justification of this development in an age where we need to reduce the global carbon footprint. Money should be prioritised for encouraging people to leave their cars and cycle and walk thereby getting the beneficial effects of exercise on mental and physical health at the same time.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 405

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
- Q6. 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.**
I object to the Future Chippenham road route options consultation. No distributor road should be built.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
I object to the Future Chippenham road route options consultation. No distributor road should be built.
- Q9. 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.**
I object to the Future Chippenham road route options consultation. No distributor road should be built.
- Q10. 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.**
I object to the Future Chippenham road route options consultation. No distributor road should be built.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I object to the Future Chippenham road route options consultation. No distributor road should be built.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I object to the Future Chippenham road route options consultation. No distributor road should be built.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 406

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing 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;Climate change adaptation/mitigation;
- Q6. 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.**
Protecting those green area's that several people use for safe exercise
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
This is the preferred route but is still not wanted by me
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 407

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;This will endanger all the services provided in Chippenham, such as doctor surgeries, GP appointments. ;
- Q6. 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.**
This proposal will destroy the green spaces, all the rural landscape. It will increase air pollution. All the public services in Chippenham will be overwhelmed such as Doctor Surgeries. It will be even more difficult to get GP appointments. They should not build 7500 houses in that area. They could build needed houses in other towns not only Chippenham.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
This route will have a less impact on the cycle path/railway line to Calne that is used to exercise by people specially from Monkton Park. This path is used by lots of people to run, cycle, walk. It is used by individuals, adults, children, families.... and this is a great benefit for their health in the short time and in the long time.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
I walk to town for my everyday tasks, shopping, bank, opticians, exercise.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 408

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
No building work at all ;
- Q6. 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.**
This is the wrong project to build on this land due to congestion and access plus destruction of green space
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
No preference do not build
- Q9. 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.**
No preference do not build
- Q10. 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.**
No preference do not build
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No preference do not build
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No preference do not build
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 409

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
Chippenham has wonderful green spaces around the town that existing residents use and love. So essential. Building on these would reduce quality of life for existence gn residents. Also concerned about the massive increase in traffic from this proposal.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
There isn't much difference between the options is there? I don't want to choose any of them.
- Q9. 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.**
There isn't much difference between the options is there? I don't want to choose any of them.
- Q10. 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.**
There isn't much difference between the options is there? I don't want to choose any of them.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
There isn't much difference between the options is there? I don't want to choose any of them.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
There isn't much difference between the options is there? I don't want to choose any of them.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
To shop and for exercise;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 410

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
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;Reducing 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;NO ROAD;
- Q6. 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.**
NO ROAD. Chippenham has already had it's share of the houses for Wiltshire built, putting 20% of the allocation on one town is not sustainable and adding 5,000 houses to Government figures is not acceptable when we have so many brownfield sites and houses already being built. Residents should have been consulted properly sooner so tax payers money wasn't wasted unnecessarily on this bid. Asking for which route on a road when the Local Plan consultation hasn't been completed is unethical.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 411

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
N/A
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
Too close to the outer edge of Pewsham in zone 2
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The end of the connector road is already too congested as people. Option 3 is clearly the better option in this regard as people will peel off.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
👉
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Bus;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Bus;Bicycle;

MSF 412

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Road not needed;
- Q6. 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.**
I don't consider that this road is necessary it is just a means of opening up the countryside for development.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road needed.
- Q9. 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.**
No road needed
- Q10. 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.**
No road needed
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road needed
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road needed
- Q14. How do you travel to/from Chippenham town centre?**
Bus;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;

MSF 413

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Climate change adaptation/mitigation;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
New developments should be served by sustainable transport infrastructure, not be reliant on roads. This road should not be built. It will do untold damage to local biodiversity, and will encourage more car traffic, rather than less (building more roads has been proven multiple times to increase overall traffic levels). It will also sever one of the best cycle routes in the area (Chippenham to Calne rivers route). We are in the midst of a climate emergency and should not be building more of the type of infrastructure (roads) that contribute so much to greenhouse gas emissions.

Moreover, the number of houses required to be built in Chippenham is disputed, including by Chippenham Town Council. This road consultation is seemingly seeking to pre-determine the outcome of the simultaneous Local Plan review.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
No road is better than any of the options proposed.
- Q9. 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.**
No road is better than any of the options proposed.
- Q10. 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.**
No road is better than any of the options proposed.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
By not building the unwanted and damaging distributor road, neither Pewsham link road is required.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
By not building the unwanted and damaging distributor road, neither Pewsham link road is required.
- Q14. How do you travel to/from Chippenham town centre?**
Bus;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;To take children to activities;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Bus;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 414

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
Every house built ruins creatures habitats. Government should be focusing on less people and housing on this tiny island than more....
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Scrap the proposal....
- Q9. 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.**
Scrap the proposal....
- Q10. 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.**
Scrap the proposal....
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Scrap the proposal....
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Scrap the proposal....
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

Occasional shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 415

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Better for the majority of residents on Pewsham
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 416

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Prefer the outer route to minimise noise and traffic around Pewsham and London Road. During lockdown many people are walking and cycling in the area around pewsham so the inner and middle route would affect the pleasure of these walks and disturb wildlife. The outer route has minimal impact on the residents of pewsham and London road
- Q9. 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.**
- Q10. 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.**
It's already busy around pewsham and this would add to the problem. Noise and pollution is another factor
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Regularly walk to the town centre to shop;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car; Walking;

MSF 417

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Over 66 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Chippenham/Calne Cycle track;

Q6. 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.

The Cycle track is an important Community asset, giving scope for a range of health enhancing activities. Who would not be exhilarated by the view over to Maud Heath's monument on a bright ,sunny morning? Damaging this route would run counter to all those health messages given out by this government.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

I do not want this road to be built and therefore do not agree with any of the options. Presupposing that all these houses are erected, the question must be asked as to where people will shop. Presently Chippenham High Street must be a close contender for the award of " Most Moribund High Street in the West"

Q9. 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.

Q10. 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.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

To visit the opticians;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;Train;Walking;

MSF 418

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
- Q5. 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?**
Protecting and enhancing landscape and visual amenity;Climate change adaptation/mitigation;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
THE GOVERNMENT HAS A NATIONAL AIM TO REDUCE CARBON EMISSIONS AND INCREASE BIODIVERSITY, EITHER OF THE PROPOSED OPTIONS GO AGAINST THIS AIM. A NEW RING ROAD WILL ENCOURAGE MORE CAR USE, DESTROY OPEN COUNTRYSIDE AND MAKE CHIPPENHAM LESS ATTRACTIVE TO LIVE IN.

IT FEELS AS THOUGH THIS ROAD SCHEME IS AN EXCUSE TO RING FENCE LARGE AREAS OF LAND WITHIN THE RING ROAD THAT WILL INEVITABLY BE BUILT ON BY LARGE NATIONAL HOUSEBUILDERS, AT THE PROFIT OF A FEW LAND OWNERS OF WHICH I BELIEVE THE COUNCIL ARE ONE (HARDENS FARM), WHICH RAISES THE QUESTION OF THE COUNCIL'S MOTIVE IN PROMOTING A RING ROAD WITH ALL OPTIONS INCLUDING THE FARM. IF A PY-PASS WERE TO GO AHEAD, IT WILL ENCOURAGE PEOPLE TO AVOID THE CENTRE OF CHIPPENHAM THEREBY ACCELERATING THE ECONOMIC DECLINE OF COMMERCIAL PART OF THE TOWN

WHERE IS THE FOURTH OPTION ON THE CONSULTATION OF NO ROAD?

I BELIEVE A RING ROAD OF THIS SCALE IS A MISUSE OF PUBLIC FUNDS, ESPECIALLY WHEN PUBLIC FINANCES ARE IN SUCH A DIRE STRAIGHT, CONTRARY TO CENTRAL GOVERNMENT AIMS ON CARBON EMISSIONS AND OF LITTLE BENEFIT TO THE PEOPLE OF CHIPPENHAM AND THE LOCAL AREA.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;

- Q8. 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.**
WILL DESTROY A MASSIVE AMOUNT OF OPEN COUNTRYSIDE AND WHY DOES THE PHYSICAL SIZE OF CHIPPENHAM NEED TO BE DOUBLED, WHICH IS AFFECTIVELY WHAT WILL HAPPEN WITH ANY RING ROAD AS THE SPACE BETWEEN IT AND THE EXISTING SETTLEMENT WILL QUICKLY BE GIVEN PLANNING CONSENT FOR LOTS OF HOUSES
- Q9. 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.**
AS Q8
- Q10. 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.**
AS Q8
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 419

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Reducing air/noise pollution;New roads will only increase the traffic, bad for the environment and bad for the ecology.;
- Q6. 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.**
We are supposed to be heading into an environmental disaster yet you think it's ok to build new roads and houses increasing the carbon footprint in a country with a reducing population.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Option c is too close to the houses (zone 3) and wildlife (zone 3), option b is nearly as bad as is option c
- Q9. 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.**
- Q10. 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.**

Zone 2. Too close to Chippenham and too visible. Too much noise pollution, Pewsham Way is noisy enough as it is.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I don't think it is required.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

It seems the least bad of the two options

Q14. How do you travel to/from Chippenham town centre?

On foot;Bicycle;Train;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Bicycle;

MSF 420

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
NOT to build the road;
- Q6. 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.**
The road, such as the one proposed will have an unacceptable and detrimental effect on the environment of the Avon and Marden river valley and there is no evidence to show that there is the need for such a road in Chippenham or the excessive amount of proposed housing in Chippenham which will result in a loss of valuable green space. The plan does not address the employment plan for the future of the town or the councils commitment to the environment with its carbon neutral by 2030 pledge.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This road will worsen congestion and air pollution
- Q9. 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.**
This road will concrete over green spaces and destroy farming land, at a time when we should be buying more locally produced food
- Q10. 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.**
This road is not a proper use of Wiltshire tax payers money and will only benefit the developers
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
To support local businesses;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;

MSF 421

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Not applicable
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Reducing air/noise pollution;Protecting and enhancing landscape and visual amenity;Moving traffic out of centre of Chippenham in particular Bridge roundabout.;
- Q6. 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.**
A couple of times in recent years traffic chaos at Bridge roundabout has resulted in Chippenham gridlock. The result of M4 to Calne A4 link road the the east of Chippenham means all traffic routes through the centre of Chippenham. Increased pollution and noise could be irradiated by moving this traffic to the east ring road.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
Feels too far out from centre of Chippenham. For example, from my house I would want to use this road to get to Pewsham to avoid town centre. This looks a long distance to me.
- Q9. 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.**
All parts of Chippenham within reasonable distance for this road. Cannot the junction with A4 be a roundabout like the other 2 route plans?
- Q10. 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.**
This route would be past its sellby date within 25 years. For the massive investment needs to be VFM and be fit for purpose for 50 years minimum. Population growth would I feel mean in 25 years time planners would regret not pushing the road further out from the centre of Chippenham.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Nothing to add
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Nothing to add
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 422

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;

Given the climate emergency investing in the road network encourages the wrong kind of activity. The Council would better serve the public and the planet by exploring more sustainable options rather than creating more road space for traffic and more pollution.

The importance of nature and getting out into your local area has also become all the more critical for people's mental and physical health, and so walking and cycling routes are of vital importance. Protecting biodiversity and heritage is of greater value to society. All three of the route options at some point intersect well-used running, walking and cycling routes. The Council claims to support health and wellbeing, and so it is essential that these routes continue to have safe crossings. There is a strong risk the road will disincentivize sustainable travel and exercise and thus increase traffic congestion.

I believe the Council should have given the option to reject the road in its entirety and the fact it secured funding for the work before the 'consultation' does not encourage a feeling of inclusivity. This would have been a more evidence-led, democratic process.

Could the A4 not be made use of? Why add a new road rather than using or widening an existing one?

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. Improvements to sustainable travel would have a far greater chance of improving congestion, as well as air quality.

Wiltshire's historic heritage is internationally important, The Council should capitalise on these assets rather than bulldoze them.

All of the options presented damage archaeology, the local environment, recreation routes (or mostly, all three). Any development must prioritise minimising impact on archaeology and heritage, sustainable travel, enjoyment of the natural environment with recreation routes, and wildlife and biodiversity. Green corridors should connect wildlife areas for both wildlife and people.

- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
Option A would impact badly on the canal towpath which is important for recreation and for wildlife.
Zone 1 won't work given possible pollution of watercourse.
Zone 2 would have catastrophic impact on local beauty spot, popular for recreation and important for wildlife. Preferable option for crossing of London Road.
Zone 3 also ruins popular recreation route by crossing the railway path - not only lessening the likelihood people will use the route to exercise and also the valuable off-road route between Chippenham and Calne. However, if it has to cross the railway line, this may be the least worst point.
Zone 4 all three options impact archaeological sites
- Q9. 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.**
Zone 1 - least worst option

Zone 2 - too much impact on current walking route to the canal, poor connection to London Road (option A preferable) and poor connection. Heavy impact on archaeology.

Zone 3 - again ruins popular recreation route by crossing railway path - impact on exercise, off-road route to Calne

Zone 4 - Again impacts on archaeological sites.
- Q10. 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.**
Zone 1 - too close to conservation area

Zone 2 - poor connection to London Road (option A better). Too much impact on walking route to canal and heavy impact on archaeology.

Zone 3 - Ruins popular recreation route by crossing railway path - impact on exercise and sustainable travel.

Zone 4 - Impact on archaeological sites - Council should be prioritising its heritage assets.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 423

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
dont bild it;
- Q6. 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.**
dont bild it
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;

MSF 424

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
dont build it;
- Q6. 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.**
listen to democracy and dont build it. leave wiltshire countryside alone - not needed, not wanted and will be nothing other than detrimental to WILTSHIRE. Represent the people you serve for a change not your own agenda
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
dont build it
- Q9. 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.**
dont build it
- Q10. 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.**
dont build it
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 425

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
There should be an option which states 'No Road! There should not be consultation on a traffic solution around Chippenham before prior consultation on housing and associated support infrastructure like schools. And as yet it has not been made clear what the case is for more houses, especially those being built on green belt land. So congestion and therefore air pollution (the single biggest contribution to the premature death rate) has not been considered and demonstrated as a necessity to the growth of the town. And what about supporting local farming and food creation?
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 426

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
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;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I think the road is a good thing overall - the traffic is set to grow and the impact of the traffic volume is not good if you live, and work in 'central' Chippenham, and have children growing up here. Option A appears to take the flow away form the town , and balances the impact on both Chippenham with outlying conurbations.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 427

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not Building the Road!;
- Q6. 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.**
All versions of the road will have an adverse affect on every option. It will do nothing to ease traffic congestion as it will produce a road which provides access to houses for more cars. Traffic through the town will stay the same.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
Every option will destroy countryside and affect people's lives. No option is acceptable
- Q9. 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.**
Every option will destroy countryside and affect people's lives. No option is acceptable
- Q10. 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.**
Every option will destroy countryside and affect people's lives. No option is acceptable
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No Link is required. Pewsham Way WAS the the relief road. We don't need another one connecting to it.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No Link is required. Pewsham Way WAS the the relief road. We don't need another one connecting to it.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As I live in the town centre I have to use a car to get out of the town since things like the main post office , doctors surgeries and other mainstream shops are now located on the outside of the town. How stupid is that!;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;Bicycle;Train;

MSF 428

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
n/a
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
I don't think a plan to have a new road cutting through our green belt, bringing with it the noise and pollution of car traffic, addresses the third priority of the Wiltshire Community Plan 2011-2026: People, places and promises, i.e. the priority to 'tackle the causes and effects of climate change'.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Affects the current tranquillity of the Chippenham to Calne cycle path too much. I'm against this option.
- Q9. 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.**
Affects the current tranquillity of the Chippenham to Calne cycle path too much. I'm against this option.
- Q10. 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.**
Affects the current tranquillity of the Chippenham to Calne cycle path too much. I'm against this option.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Where's Option 2? The link in Q11 should take us to a web page that's easier to navigate. This form is designed to confuse. I'm against this option.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Where's Option 2? The link in Q11 should take us to a web page that's easier to navigate. This form is designed to confuse. I'm against this option.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;For health benefits - outdoor exercise (walks, runs, bike rides);

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 429

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
No road;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road
- Q9. 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.**
No road
- Q10. 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.**
No road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 430

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
No road;
- Q6. 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.**
No road
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road
- Q9. 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.**
No road
- Q10. 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.**
No road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 431

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
No road;
- Q6. 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.**
No road
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road
- Q9. 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.**
No road
- Q10. 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.**
No road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 432

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
No road;
- Q6. 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.**
No road
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road
- Q9. 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.**
No road
- Q10. 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.**
No road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road
- Q14. How do you travel to/from Chippenham town centre?**
Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bus;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;

MSF 433

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I don't understand the question?
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
All options would disrupt the bio diversity of the natural landscape ,increase the impact on the carbon footprint and create fumes and pollution plus litter and decrease the enjoyment afforded to the footpath users for recreation.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping,religious worship,dentist;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 434

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Reducing air/noise pollution; Consideration to appearance of relief road;
- Q6. 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.**
It is very important that the design minimises the use of exposed concrete surfaces to avoid the almost inevitable graffiti. Planting to further obscure road, assist wildlife and cut air pollution.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
Consider the crossing of the A4 as a roundabout rather than staggered junction as shown on video (zone 2 and 3?)

Seek and publicise wildlife habitat creation (small areas or woodland, creation of 'hedgerow' corridors along roadway, development of ponds and wetland areas). No new road is ideal but this road needs to prove a net benefit to nature. Very importantly, work with local wildlife trust to develop such ideas.
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Avoids being close to Mortimer Wood.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 435

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
Prior to lockdown, congestion was tricky. As a teacher who commutes to a local village, congestion has been greatly reduced over the past 12 months. Do we need this road? I would have said "Yes" with no hesitation prior to the pandemic. Now, I feel we must really stop and ENSURE it is necessary. The building of the road is going to SO DETRIMENTAL to wildlife and the landscape. This enormous change will never be undone. Watching the videos that have been provided, it is quite terrifying to see how much of our countryside will be gone forever. To imagine the land by Lackham churned up into yet another road is heart-breaking.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
To be honest, I really feel like if the road has to be built, the biggest option should be taken so that we don't end up building yet another one in twenty years time.
- Q9. 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.**
- Q10. 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.**
We wouldn't appear to gain so much from this route.
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shops and parks;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;Car;

MSF 436

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 437

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■ ■■
- Q5. 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?**
Do not build the road;
- Q6. 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.**
No to building the road. The road will cause more congestion and pollution, destroy working farms when we need more locally grown foods. Damage the environment. We have walked the cycle path many times during lockdown as have many people. It has kept us safe and sane and enjoyed the countryside and wildlife. We could see the point at which the road would cross and made very aware of the devastating impact the road would cause. Is there really a need for the road?
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Please do not build the road at all
- Q9. 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.**
Please don't build the road at all
- Q10. 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.**
Please don't build the road at all
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't want a link road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't want a link road

- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;Walking;

MSF 438

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Climate change adaptation/mitigation; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
I don't want/ think we need the road. I'm opposed to this road on an ecological and wellbeing standpoint.
- Q9. 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.**
I don't want/ think we need the road. I'm opposed to this road on an ecological and wellbeing standpoint.
- Q10. 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.**
I don't want/ think we need the road. I'm opposed to this road on an ecological and wellbeing standpoint.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I don't want/ think we need the road. I'm opposed to this road on an ecological and wellbeing standpoint.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I don't want/ think we need the road. I'm opposed to this road on an ecological and wellbeing standpoint.

Q14. How do you travel to/from Chippenham town centre?

On foot;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Taxi;

MSF 439

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution; Keeping green fields;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping; For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work; Taxi;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 440

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Protecting the Community to not turn into another melksham or calne with no soul and too many houses;
- Q6. 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.**
The Relief road is pinned as a reduction of traffic in Chippenham, but that is contrasted by the extra thousands of houses you are planning, which will not only increase traffic in Chippenham to access amenities but also the local areas and services.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
This rips up a beautiful area we walk and cycle every week, I really feel for the people you are impacting here. There aren't many routes like the Old rail path available near Chippenham and if you build all around that you'll make a large negative impact to the local area. Don't ruin the best bits of Chippenham
- Q9. 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.**
See above - please also note you're not showing all the additional impact you are planning here with the houses, side roads etc. Please be transparent about the fact it won't just look like this if you go ahead.
- Q10. 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.**
See above

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
By putting option 1 at the top you are biasing the results, where people don't know about the particular route. I don't know about these so I ask you disregard my answer to question 11
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
See above
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;

MSF 441

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
Protecting the countryside walks of those living in Pewsham for both adults and children, which have been a lifesaver to most during lockdown.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work; For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 442

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
dont build it;
- Q6. 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.**
what part of dont build it do you not understand?
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
dont build it
- Q9. 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.**
dont build it
- Q10. 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.**
dont build it
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 443

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
unwanted road;
- Q6. 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.**
chippenham does not need another suburb the size of calne which is all the road is about, it will result in yet more excessive overdevelopment of the countryside wityh no benefit to local people and will only increase congestion
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
dont build
- Q9. 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.**
dont build
- Q10. 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.**
done build
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 444

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
NA
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 445

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 26-35 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

I object to any distributor road being built. ;

Q6. 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.

I object to the building of a distributor road as it will destroy the character and beauty of the Avon and Marden Valley, the 403 Sustrans Cycle path and the character of the distinct rural villages of Studley, Derry Hill and Bremhill - and eventually the town of Calne.

The road has been marketed as a 'bypass' to ease congestion through Chippenham however it will not serve this purpose, it will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham, Calne and its surrounding areas. Sections of the road include 20mph areas, turnings into residential areas, road crossings, school pick-ups, crossings of public rights of way, all of which will slow the movement of traffic, create more pollution from car emissions and will not ease any of the current congestion but will instead aggravate it.

Wiltshire Council has created a misleading situation by attempting to consult upon a distributor road route prior to the results of the Local Plan consultation. This undermines the Chippenham Local Plan Review Consultation.

Chippenham's housing targets are more than 5,000 times the amount requested by the Government and the council has not justified why this is. All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Section 3.12. 'Climate Change' of The Future Chippenham Road Design PEOR Non-Technical Summary states that Wiltshire Council declared a Climate Emergency in 2019, and thus reiterated their commitment to working towards zero carbon. However, this document clearly also states that 'The transport sector was the largest emitting sector of UK greenhouse gas emissions in 2017, emitting 27% of all emissions. Of all sectors, it has also shown the least reduction since the 1990 baseline, at only 2%.' So the distributor road plan completely contradicts Wiltshire Council's commitment to achieving zero carbon.

The building of a distributor road and therefore also the building of houses and associated infrastructure encroaches upon the Calne Local Plan which covers the distinct rural villages of Studley, Derry Hill and Bremhill.

Calne Local Plan, which includes the land directly adjacent to the distributor road development area, aims to 'Ensure that new development is integrated into the existing community of Calne and Calne Without, whilst preserving the identity and individuality of each settlement and preventing coalescence'. The distributor road plan is a direct threat to this as it will create coalescence between Chippenham and Studley and Derry Hill which are currently only 2km away from the proposed site.

Calne Local plan also states it will 'Enhance the green infrastructure network through the creation of new open spaces and the protection and improvement of existing open spaces' and that it will 'Protect the countryside from inappropriate development and ensure that the landscape character and local distinctiveness of our rural villages and settlements are protected'. The distributor road will destroy the distinctiveness of the rural villages of Studley, Derry Hill and Bremhill and merge them with suburban Chippenham. Open spaces will be destroyed and the green infrastructure of the Sustrans 403 Cyclepath will be entirely negated.

The Calne Local Plan Policy NE3'Biodiversity' states that it will 'protect and enhance riparian corridors for protected species, such as otter, kingfisher and water vole, especially along the River Marden and the Wiltshire & Berkshire Canal to the west of Calne. The distributor road plans threaten both the protected Greater Crested Newt habitats and the protected route of the Wilts & Berks canal.

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route; Option A - Outer route ; Option B - Middle route;

Q8. 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.

I object to all of these suggested routes - this new road will only add congestion to the area. By giving these options ahead of the Local Plan Consultation, the council is preempting the results of the consultation. Any new road here will destroy the distinct rural villages of Studley, Derry Hill and Bremhill such that they will merge with Chippenham.

Q9. 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.

I object to all of these suggested routes - this new road will only add congestion to the area. By giving these options ahead of the Local Plan Consultation, the council is preempting the results of the consultation. Any new road here will destroy the distinct rural villages of Studley, Derry Hill and Bremhill such that they will merge with Chippenham.

Q10. 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.

I object to all of these suggested routes - this new road will only add congestion to the area. By giving these options ahead of the Local Plan Consultation, the council is preempting the results of the consultation. Any new road here will destroy the distinct

rural villages of Studley, Derry Hill and Bremhill such that they will merge with Chippenham.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Given my objection to the distributor road, I also object to the Pewsham Link.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Given my objection to the distributor road, I also object to the Pewsham Link.
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 446

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Whether one is necessary at all;
- Q6. 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.**
This consultation is flawed. The Local Plan has not yet determined the number of houses that are necessary. It may well be (and seems likely) that the number required on spatial strategy will not necessitate a road at all. it cannot be right that the cost of a road determines the number of houses.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road has been determined as required so question is irrelevant. In any event, this option would desecrate the green buffer between Chippenham and its surrounding villages and ruin the cycle track used by all residents for recreation and mental well being. The damage to countryside (loss of farmland, river valley etc) would be irreversible and is contrary to the Council's own call in 2019 of a climate emergency.
- Q9. 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.**
No road has been determined as required so question is irrelevant. In any event, this option would desecrate the green buffer between Chippenham and its surrounding villages and ruin the cycle track used by all residents for recreation and mental well being. The damage to countryside (loss of farmland, river valley etc) would be irreversible and is contrary to the Council's own call in 2019 of a climate emergency.
- Q10. 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.**
No road has been determined as required. Even this option would be immensely damaging to the environment and would only encourage over-development, green house gas emissions and traffic congestion.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 447

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 448

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
- Q6. 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.**
My choice is no road at all.

The post pandemic world will be very different to what we had before. More people will work from home, fewer people will be travelling and most importantly Chippenham many citizens have discovered for the first time the walking and cycling opportunities in and around Chippenham that will be devastated by the development.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Bicycle;

MSF 449

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
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;Reducing 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;This road is not happening as the houses will not be built;
- Q6. 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.**
No road is required due to houses not being built and the funding only being available if the houses are built. Everybody I speak to thinks it is a bypass and don't know about the houses. They are being misled by the signs as they say which of 3 options as if it is already agreed and don't mention the houses needed to fund it.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This is not applicable as no development should be going ahead
- Q9. 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.**
This is not applicable as no development should be going ahead
- Q10. 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.**
This is not applicable as no development should be going ahead
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This is not applicable as no development should be going ahead

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

This is not applicable as no development should be going ahead

Q14. How do you travel to/from Chippenham town centre?

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 450

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
My preference is not to have the link road or additional housing at all. Along with the proposed solar farm also to the east of Chippenham the destruction of the countryside is enormous and once you set a precedent for this type of development where will it end. There will be no countryside left.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bus;

MSF 451

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; The need for a distributor road;
- Q6. 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.**
I think to develop on countryside has to be clearly thought about. The question has to be, is this road actually needed.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Option A seems to act best as a ring road.
- Q9. 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.**
- Q10. 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.**
Visual and noise impact of the road us the greatest. Crosses the Sustrans cycle track at it's busiest point (a route that has been well used especially in this pandemic).
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Train;

MSF 452

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; Protecting the visual and noise impact on Monkton Park ;
- Q6. 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.**
The presentations refer to the visual impact of Option A on Derry Hill and Bremhill, but no mention of visual / noise / pollution impact on Monkton Park!
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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 there does need to be a distributor road then Option A appears to have a lesser impact on current housing areas so hence less noise and visual impact. Also less impact on the heavily used cycle path in areas 3 and 4, which has provided a lifeline especially during the Covid lockdown.
- Q9. 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.**
Both B and C are seen as a road purely for additional housing and not to provide a diversion around Chippenham and hence ease congestion - which is also questionable!
- Q10. 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.**
Option C would completely destroy the green areas around Chippenham which has been such a bonus for walks during lockdown. Also this road would serve no purpose apart from linking in a new housing estate. Will put my house on the market if this option is chosen!

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 453

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
My biggest concern is climate change and the best option to tackle this is having no new road. You cannot claim a new road will improve the availability of sustainable transport when all a new road will do is encourage more people into polluting cars and onto the roads. Sustainable transport development can be achieved by investing a fraction of the money that would be needed to build a new road into building more cycle paths on existing roads. As a young person, I'm shocked that a new road is even being considered given the current climate crisis the world is facing. Building a new road is a 20th-century fix to a 21st-century problem.

In the post-covid era fewer people will be commuting (many companies have already committed to maintaining working from home post-pandemic) so easing traffic congestion will not be the same issue it was pre-pandemic.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
Option A is the only feasible option to act as a bypass. If the aim of the development is to ease traffic congestion in the town centre (as was suggested by the consultation for the new housing development) building a new 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 and just move the problem of congestion into a different area of Chippenham.

- Q9. 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.**
Why doesn't the route directly follow the route of the pylons the whole way, and instead deviates from the pylons south of lower lodge farm in zone 2. Nobody wants to live by pylons and nobody wants to live by a road. By tracking the route of the pylons exactly the whole way will limit the amount of wasted land which cannot be used for future development or as productive farmland.
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Car;Train;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bicycle;

MSF 454

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
The new scheme is going to make Chippenham an unsustainable dormitory town, destroy farmland, add to pollution, increase traffic in local villages and on rural roads and ruin the rural mature of Chippenhams market town surroundings
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Do not build any of these plans they are desecration of the rural environment without consultation. They will create a bigger dormitory town with people commuting by polluting cars.
- Q9. 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.**
Do not build any of these plans they are desecration of the rural environment without consultation. They will create a bigger dormitory town with people commuting by polluting cars.
- Q10. 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.**
Do not build any of these plans they are desecration of the rural environment without consultation. They will create a bigger dormitory town with people commuting by polluting cars.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 455

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
Growth has already come to Chippenham, and it is inevitable that further growth will come in terms of housing and development. Equally, Calne has expanded significantly over the past few years, with the main route for all those commuting from properties there largely coming through Chippenham. To ensure that future growth can be accommodated it is essential that infrastructure is put in place ahead of the inevitable growth in housing and development. I think this new distributor road is a critical project, to ensure that the region can support such growth and provide the like necessary to relieve the huge pressure there is on traffic across Chippenham.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 456

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;Reducing air/noise pollution;Not building a road - to discourage more polluting traffic.;
- Q6. 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.**
None of the route options will increase biodiversity, improve air quality, reduce traffic congestion or reduce the effects of climate change. Not building this unnecessary road will at least prevent pollution increasing.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
All zones - Allows far too much land to be made available for unnecessary building.
Zone 2 - cuts through the Wilts and Berks canal, which is a wildlife haven as well as important public amenity.
- Q9. 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.**
Just the least horrific option. Still unnecessary.
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not needed, but at least it is shorter than option 3.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Appears to be an unnecessarily large roundabout and connecting road system for an unnecessary project.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping, optician, dentist etc.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;Train;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 458

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 459

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;I object to all roads;
- Q6. 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.**
The road is unnecessary.

The houses are unnecessary

Farms and food production is vital

The environmental impact is vital
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
No road would be best but this route is right out in open countryside.
Too near the river.
Too near wildlife.
Too near Tytherton Lucas.
- Q9. 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.**
No road is best but this route is still too near the river, wildlife, Tytherton Lucas
- Q10. 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.**
No road would be better but this route goes nearer to Chippenham which is logical, and further away from the conservation village of Tytherton Lucas, the two rivers and wildlife.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO ROAD
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NO ROAD
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Banking;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 460

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;Respecting Made Neighbourhood Plans;
- Q6. 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.**
Made Neighbourhood Plans are a democratically voted for and detailed assessment of the localised preferences of parishioners and should not be ignored.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
No to the road
- Q9. 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.**
No to the road
- Q10. 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.**
no to the road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No to the road

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No to the road
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF460 (cont.)

IMPACT OF THE PROPOSED CHIPPENHAM DISTRIBUTOR ROAD ON THE MARDEN/AVON VALLEY

The distributor road options, particularly the outer option will enable overdevelopment of housing and impact on wildlife, flooding and traffic movements which will change the character of the Marden/Avon valley forever and affect the wellbeing of residents in Bremhill Parish in several ways.

DAMAGING THE ECOLOGY

The Bremhill Neighbourhood plan demonstrates that the majority of Bremhill Parish residents voted to keep the green space outlined on the farmland north of the National cycle track adjacent to the River Marden for sound ecological reasons whilst appreciating the value of unspoilt countryside by getting closer to nature as a social amenity. This came through time and time again in the three public meetings at the time of the neighbourhood plan consultations. Historically, the Marden Valley has always been an important natural area for wildlife conservation and survival. The Wiltshire and Swindon Biological Records Centre has recorded many hundreds of sightings of species in the area since 1984. This includes species that are on the endangered list.

In the Marden / Avon valley there is abundance of wildlife, particularly birds, including kingfishers, herons, little egrets, swans, ducks, moorhens and coots. During the winter months migrating waders use the protection of the river banks to feed including both common and jack snipe, sandpiper and other species such as woodcock. Moving away from the water margins into the fields, hawks, buzzards, owls and more recently red kites have been seen.

Importantly, otters have been sighted in and by the River Marden and watercourses nearby. Their presence has been officially recorded since 2017. As recently as September 2020 breeding otters have been reported near the confluence of the Marden and Avon rivers in surveys conducted by Avellana Ecology, an ecological consultancy based in Bristol. The presence of otters has also been reported by members of the Chippenham Sailing Club and anglers from both Calne and Chippenham Angling Clubs. Otters are protected by the Habitats Regulations 1994 and are classed as "European Protected Species" which is still law in the UK and therefore given the highest level of species protection. This course of action is because they are still threatened by human intervention, including noise, pollution, and consequences of landscape development.

Bats require quality habitats to feed such as river corridors and wetlands and their 'sonar'

commuting routes along hedgerows to reach them. The ancient buildings, agricultural barns in the River Marden Valley, along with older trees that are susceptible to holes and cracks in their bark, provide habitat that hosts significant numbers and types of bats. Others navigate their way from important roosting sites such as ancient woodland found a couple of fields away from the river, and Nocketts Hill woodland south of the A4.

This makes the Avon/Marden valley a significant habitat for wildlife, but this is not the norm. The general picture is that there is undeniable evidence that wildlife is generally in decline. Every day there are fewer places that wildlife can call home, habitat loss is the biggest cause of wildlife depletion. When it is gone there is no mitigation... it is simply gone. If we relate that to the potential damage that the Chippenham distributor road encroachment, north of the national cycle track, into the Marden /Avon valley will have on the ecology of the area and the loss of agriculture plus social amenity it should not be considered as part of the plan to build a new road and more housing. Of course, for the Wiltshire Local Plan Review, Wiltshire Council has a statutory duty to plan for new homes, jobs and infrastructure needed to support Wiltshire's communities. However it is an easier development proposition to build over farm fields rather than develop brownfield sites. It may be a small percentage in the overall scheme of things, BUT, the same attitude to development is happening all over the UK, pushed by a government that promises to '...become the first generation to leave the environment in a better state than we found it' on one hand and then destroying green fields by concreting them over with the other. The collective result across the country is a big loss of irreplaceable habitat for wildlife. As a result wildlife still declines, species become extinct and the whole cycle of pledges and plans for the future starts again.

What is required is not lip-service to the problem but a more balanced approach to the Chippenham distributor road and numbers of homes built versus preservation of the natural world. It doesn't make sense for the Government to spin out a message of the importance of wildlife protection and preservation whilst overruling made Neighbourhood Plans over two years old which have ecological protection policies as part of their plan. Thus, potentially allowing local councils to build on green field sites where they are behind on delivering new housing on their 5 year plan. This is an undemocratic kneejerk reaction with long term damage to the natural world which we depend on.

OVERDEVELOPMENT AND FLOODING

The proposed distributor road options are a precursor to the development of circa 7500 new houses as an expansion of Chippenham, some of which encroach into Bremhill Parish. It raises the question of why Wiltshire Council is proposing to build thousands more homes than the Government guideline. This overdevelopment will exacerbate two other major problems in addition to the loss of wildlife habitat and amenity which will further impact the parish. Flooding by overtopping the Avon/Marden river banks is a yearly occurrence made worse by climate change and the holding back of floodwater to prevent household flooding in Lacock, Melksham, Bradford on Avon and Bath further down the rivers is well documented. What isn't documented is a detailed plan of flood mitigation for the extra water run-off of the proposed road infrastructure and planned housing which has the potential to increase the threat of flooding to homes and businesses.

MORE RAT RUN TRAFFIC

The other issue is the likelihood of increased rat-run traffic through the narrow lanes of Bremhill Parish. As the traffic jams increase on the A4 through the bottleneck of Calne at peak flow times, more drivers including those in lorries and vans travelling east or north-east, to and from Chippenham, seek to find alternative routes around Calne. The result is rat-run traffic through the parish, trashed verges, driveway entrances used as passing places and danger to horse riders, cyclists and walkers. If thousands of extra houses are built with over 50% of them to the east of Chippenham the increase in car movements will increase accordingly, magnifying the amount of rat-run traffic in the narrow parish lanes. This, with the increasing trend of van deliveries from online shopping increases the accident potential with agricultural vehicles that fill most of the lane width, going about their business in an area that

is essentially an agricultural community.

Why is it in the Chippenham Site Allocations plan that the preferred option is to develop the distributor road in Site 1 to the east of Chippenham? Surely it makes sense to use sites 2 and 3 build a carriageway from Pewsham to Lackham roundabout which will provide easier access to supermarkets and areas of employment at Methuen Park, Bumpers Farm and also link with Trunk roads to the south.

PROTECT THE MARDEN/ AVON VALLEY

Underpinned by experience of the Covid pandemic, strong evidence is emerging from health organisations that engaging with, enjoying and appreciating natural green space and the ecology within it can improve mental wellbeing, overall health and help build sustainable communities. The ecological value of the Marden/Avon Valley should be celebrated, protected and enhanced for this generation and the next, not used as a bail-out for Government housing targets that have failed to have been met by Wiltshire Council and are now are proposed to be massively exceeded with very damaging consequences to the equilibrium of life for parish residents, including loss of natural green space, potential increased flooding and the escalated danger of more rat-run traffic.

The Chippenham distributor road options that are the furthest away to the east and run into Bremhill Parish and along the River Marden should be objected to and not built. Housing numbers should also be cut back so that there are no new houses developed north of the National cycle track as stated in the Bremhill Neighbourhood Plan and voted for by a majority of residents in Bremhill Parish.

MSF 461

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

I do not consider this road to be necessary. Why isn't there a 'no road' option being offered to local people? Why is such a large number of houses being proposed, leading to the need for a distributor road across this area of productive farmland? I believe that a new road will increase pollution and congestion. I am very concerned about the impact on the cycle path and the canal - two amenities in peaceful countryside that have been invaluable to local people, in particular during the pandemic.;

Q6. 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.

Why isn't there a 'no road' option being offered to local people? Why is such a large number of houses being proposed, leading to the need for a distributor road across this area of productive farmland? Have all brownfield sites been considered? This would be an out of proportion increase in housing in comparison to the rest of the county and, indeed, England. I believe that a new road will increase pollution and congestion and negatively affect biodiversity. I am very concerned about the inevitable negative impact on the Chippenham end of the Chippenham to Calne cycle path and the canal - two leisure amenities in peaceful countryside that have been invaluable to local people, in particular during the pandemic.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

Why isn't there a 'no road' option being offered to local people? Why are 7,500 new houses being proposed, leading to the need for a distributor road across this area of productive farmland? This would be an out of proportion increase in housing in comparison to the rest of the county and, indeed, England. Is one (bad) reason, in fact, so that Wilts Council can benefit from the monies from selling off the council farms? Who else will benefit - developers, rather than local people. I believe that a new road will increase pollution and congestion and negatively affect biodiversity. I am very concerned about the inevitable negative impact on the Chippenham end of the Chippenham to Calne cycle path and the canal - two leisure amenities in peaceful countryside that have been invaluable to local people, in particular during the pandemic.

- Q9. 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.**
 Why isn't there a 'no road' option being offered to local people? Why is such a large number of houses being proposed, leading to the need for a distributor road across this area of productive farmland? This would be an out of proportion increase in housing in comparison to the rest of the county and, indeed, England. I believe that a new road will increase pollution and congestion and negatively affect biodiversity. I am very concerned about the inevitable negative impact on the Chippenham end of the Chippenham to Calne cycle path and the canal - two leisure amenities in peaceful countryside that have been invaluable to local people, in particular during the pandemic.
- Q10. 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.**
 I am particularly concerned about the proximity of the proposed inner route to Mortimore's Wood, which is ancient woodland much valued by local people. Why isn't there a 'no road' option being offered to local people? Why is such a large number of houses being proposed, leading to the need for a distributor road across this area of productive farmland? This would be an out of proportion increase in housing in comparison to the rest of the county and, indeed, England. I believe that a new road will increase pollution and congestion and negatively affect biodiversity. I am very concerned about the inevitable negative impact on the Chippenham end of the Chippenham to Calne cycle path and the canal - two leisure amenities in peaceful countryside that have been invaluable to local people, in particular during the pandemic.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
 I say NO to the proposed distributor road options and to the link roads!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
 I say NO to the proposed distributor road options and to the link roads!
- Q14. How do you travel to/from Chippenham town centre?**
 On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
 Shopping, dentists, post office, library, park - why were these options not given? Are you assuming people do not shop in the town? Surely what we need is regeneration of the town centre?;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
 Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
 Walking;

MSF 462

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
The road is not needed because 7500 houses are not needed, and would be subject to flooding if any were built.
- Q9. 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.**
The road is not needed because 7500 houses are not needed, and would be subject to flooding if any were built.
- Q10. 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.**
The road is not needed because 7500 houses are not needed, and would be subject to flooding if any were built.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The road is not needed because 7500 houses are not needed, and would be subject to flooding if any were built.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
The road is not needed because 7500 houses are not needed, and would be subject to flooding if any were built.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 463

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
The green credentials of any new builds
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
It unnecessarily crosses the Wilts and Berks canal
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping (not a leisure activity);

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;

MSF 464

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
This option goes unnecessarily far out into the countryside.
- Q9. 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.**
- Q10. 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.**
I prefer this option, but don't understand why it does not start at the Lackham College roundabout, like the other two routes.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I cannot comment on this as you have not included a map showing the two link road options.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I cannot comment on this as you have not included a map showing the two link road options.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping and exercise.;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 465

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Providing transport opportunities within the context of a broader plan for developing Chippenham;

Q6. 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.

This proposal is about a distributor road - to distribute motor traffic to areas around Chippenham. There is already an agreed local plan for Chippenham, and nowhere in that plan are development areas identified that correspond to any of the proposed routes for the new distributor road. So the road distributes traffic to where? to fields? The only possible interpretation is that the council intend to develop in the areas marked in the proposal, which presupposes that a new local plan will be agreed. The very loose outline plan in this proposal makes reference to housing, but makes no reference to employment opportunities. For each house built, the plan MUST include a plan to provide two local jobs. Otherwise the council is proposing that Chippenham becomes a dormitory town which would destroy its essential characteristics. But you're going to say that this consultation is not about development plans, it's about road routes. So we're back to the start - this road distributes traffic to nowhere.

The proposed road MUST NOT be built EXCEPT IN THE CONTEXT OF AN AGREED PLAN for Chippenham. Continuing work on plans or implementation of a distributor road without a relevant agreed local plan is undemocratic. You must suspend any further work on the distributor road until AFTER a development plan has been agreed by the people of the town, and then as a community we can have a sensible discussion about how to provide transport to the development areas.

You have provided no opportunity to decline to rank the proposed route options:

I HAVE PROVIDED NO ANSWER TO THE RANKING QUESTIONS 7 AND 11. YOU MUST NOT USE THIS RESPONSE TO CLAIM ANY SUPPORT FOR ANY OF THE PROPOSED ROUTES. TO USE THIS RESPONSE IN SUCH A WAY WOULD BE FRAUDULENT.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

In practice this route would be treated by users as a ring road - it would require significant policing to ensure that traffic remained within the proposed 30mph speed limit. The route does not and would not distribute traffic. 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.

Q9. 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.

For this route to be anything other than a ring road there would have to be development on both sides of the road.

This would extend the boundaries of Chippenham far into areas that are critical for leisure and exercise. The recent restrictions and lockdowns have re-emphasised the importance of providing space for people to exercise while remaining socially distanced, and this will continue to be a need for years to come. This route destroys paths that are heavily used by existing residents, putting additional pressure on remaining routes. Any further development would bring more people, and increase the pressure even further. This is not sustainable. 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.

Q10. 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.

For this route to be anything other than a ring road there would have to be development on both sides of the road.

This would extend the boundaries of Chippenham far into areas that are critical for leisure and exercise. The recent restrictions and lockdowns have re-emphasised the importance of providing space for people to exercise while remaining socially distanced, and this will continue to be a need for years to come. This route destroys paths that are heavily used by existing residents, putting additional pressure on remaining routes. Any further development would bring more people, and increase the pressure even further. This is not sustainable. 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.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

This proposed link considers only motorised traffic. There is no evidence of consideration of non-motorised road users. It is therefore impossible to consider which route might be better.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

This proposed link considers only motorised traffic. There is no evidence of consideration of non-motorised road users. It is therefore impossible to consider which route might be better.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 466

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
i don't think that any of the routes should be built. How can you even consider building so many houses on green land that is used by so many people and wildlife. So many trees have been planted, now that will all be destroyed by the building of so many houses. The extra traffic from so many houses would make Chippenham a horrible place to live. Access to the M4 would be so much more difficult
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
shopping occasionally;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 467

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Totally opposed to much of this. Outer route (zone 2 /bordering 3) will have the most damaging visual impact on the area. This, along with the proposal for a solar farm, is going to detract massively from the current green open space area we have separating Derry Hill from Chippenham. Maintaining a balance of where development occurs must be a priority for the Council. So much is concentrated around Calne, Chippenham, Corsham, Trowbridge.
- Q9. 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.**
See above....real concerns about impact on surrounding countryside.
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

Q14. How do you travel to/from Chippenham town centre?

Car;Bus;

Q15. Why do you travel to/from Chippenham town centre?

for shopping and the library in the main;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;Car;

MSF 468

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; No road; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
The people who live in and around Chippenham should be given the option to not have a distributor road rather than being given a fait accompli road.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Occasional shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 469

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Is the road really necessary?;
- Q6. 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.**
A long road encircling Chippenham will increase traffic (new roads have been shown to do this repeatedly). In a climate emergency this road cannot be supported. Money was bid for from the government with no public consultation and the road will be unnecessary if a large number of houses are not built in this area. 7,500 houses is the size of another town. There will be an increase in traffic, and therefore, air pollution if this goes ahead. I do not support any of the options and the consultation form should give the public the option of voicing this.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road
- Q9. 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.**
No road
- Q10. 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.**
No road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Occasional shopping;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 470

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
██████
- Q5. 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 see point 6;
- Q6. 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.**
I do not agree with any of the proposed routes. I am strongly against all of them
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 471

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
We have a climate emergency, so although it will be challenging I think we have to make choices about transport and address the need to reduce car usage. Quality of life is becoming increasingly important in terms of mental and physical well-being - not in terms of what we have. It has become clear that people want to access green spaces and open countryside and they need to be able to do that from their homes rather than driving somewhere. We also need to protect and enhance wildlife as ultimately that is our lifeline.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
I do not want this route. This road and the housing that goes with it would ultimately mean that Chippenham is merged into Derry Hill and if this route is chosen it will inevitably be infilled with housing.

I object strongly to the section that goes over the Sustrans route from Calne to Chippenham and that would seriously damage the valley of the River Marden that is of ecological significance and would mean that the cycle route just goes between houses rather than between fields.
- Q9. 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.**
I do not want this route. I object strongly to the section that goes over the Sustrans route from Calne to Chippenham and that would seriously damage the valley of the

River Marden that is of ecological significance and would mean that the cycle route just goes between houses rather than between fields.

Q10. 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.

I do not want this route. I object strongly to the section that goes over the Sustrans route from Calne to Chippenham and that would seriously damage the valley of the River Marden that is of ecological significance and would mean that the cycle route just goes between houses rather than between fields.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I think it is extending Chippenham too much but would slightly prefer this route.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I do not want this route.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 472

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
Promotion of human health and mental well being
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
Why is a 'No' option missing? We are being told that this is happening and to choose the least worst option! Where is the plan to develop the Town centre and preserve the natural habitat of this area?
- Q9. 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.**
Why is a 'No' option missing? We are being told that this is happening and to choose the least worst option! Where is the plan to develop the Town centre and preserve the natural habitat of this area?
- Q10. 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.**
Why is a 'No' option missing? We are being told that this is happening and to choose the least worst option! Where is the plan to develop the Town centre and preserve the natural habitat of this area?

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Why is a 'No' option missing? We are being told that this is happening and to choose the least worst option! Where is the plan to develop the Town centre and preserve the natural habitat of this area?
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Why is a 'No' option missing? We are being told that this is happening and to choose the least worst option! Where is the plan to develop the Town centre and preserve the natural habitat of this area? Why is a 'No' option missing? We are being told that this is happening and to choose the least worst option!
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;Supporting (the few) local businesses that have remained in town;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;Bus;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 473

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution;
- Q6. 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.**
I object in the strongest possible terms to the proposed road development scheme which will utterly ruin Chippenham.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
All three routes are utterly inappropriate and will draw in more generic housing, overcrowding, pollution, destruction of prime agricultural land, and impact upon local cycle paths.
- Q9. 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.**
All three routes are utterly inappropriate and will draw in more generic housing, overcrowding, pollution, destruction of prime agricultural land, and impact upon local cycle paths.
- Q10. 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.**
All three routes are utterly inappropriate and will draw in more generic housing, overcrowding, pollution, destruction of prime agricultural land, and impact upon local cycle paths.
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
All three routes are utterly inappropriate and will draw in more generic housing, overcrowding, pollution, destruction of prime agricultural land, and impact upon local cycle paths.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
All three routes are utterly inappropriate and will draw in more generic housing, overcrowding, pollution, destruction of prime agricultural land, and impact upon local cycle paths.
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 474

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
I object to all of the proposed options. The traffic in Chippenham can get busy but is nothing compared to Bristol where I used to live.

It will ruin the character of the town.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
All 3 options are dreadful. We do not need new housing and a new relief road. It's just an excuse for greedy developers building new poorly designed homes.
Green spaces enhance healthy mental well being. Over development prompts depression.
- Q9. 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.**
All 3 options are dreadful. We do not need new housing and a new relief road. It's just an excuse for greedy developers building new poorly designed homes.

Green spaces enhance healthy mental well being. Over development prompts depression.
- Q10. 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.**
All 3 options are dreadful. We do not need new housing and a new relief road. It's just an excuse for greedy developers building new poorly designed homes.

Green spaces enhance healthy mental well being. Over development prompts depression.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

All 3 options are dreadful. We do not need new housing and a new relief road. It's just an excuse for greedy developers building new poorly designed homes.

Green spaces enhance healthy mental well being. Over development prompts depression.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

All 3 options are dreadful. We do not need new housing and a new relief road. It's just an excuse for greedy developers building new poorly designed homes.

Green spaces enhance healthy mental well being. Over development prompts depression.

Q14. How do you travel to/from Chippenham town centre?

On foot;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 475

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;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;
- Q6. 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.**
Living in the town centre, Chippenham is very congested. Outside our house feels like a permanent car park. The air pollution is very poor due to stationary and queued traffic.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;Also live in the town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;Car;Bicycle;Walking;

MSF 476

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing air/noise pollution;Climate change adaptation/mitigation;
- Q6. 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.**
The proposed road infrastructure will alleviate the traffic through the town centre and improve the air quality for all residents there in.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
It looks like an offset cross roads is proposed to traverse the a4. Is this necessary?
Can a roundabout be installed instead?
- Q10. 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.**
Why not connect the southern end to the lackham roundabout?
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Train;Bicycle;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;I live in Chippenham town centre;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;Bicycle;Walking;

MSF 477

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
dont build the road;
- Q6. 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.**
Chippenham doesnt need the road, this is just an excuse to turn it into a megacity without the infrastructure you'd expect of one. Dont build it - the only place that needs an eastern bypass is Calne to alleviate the congestion and pollution caused by that stupid width restriction in the town centre, but then I wouldnt expect a council to recognise that, after all your purpose is to find a problem that doesnt exist, misdiagnose it and apply the wrong remedy - and all at our cost. IDIOTS
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
dont build
- Q9. 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.**
dont build
- Q10. 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.**
dont build
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 478

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Easing traffic congestion and improving journey times; Reducing air/noise pollution; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
Reduction of traffic through town centre will greatly enhance quality of environment in town which will also benefit the environment along the river green corridor.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Unnecessarily long and destroys countryside approaching Lackham. Important that Lackham remains isolated from town and preserves river green corridor.
The use of viaducts to carry road across flood plain is totally unjustifiable 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.
- Q9. 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.**
In area 1 similar comment as Option A. For other Areas route is preferable to Route A

The use of viaducts to carry road across flood plain is totally unjustifiable 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.
- Q10. 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.**
This route should commence at the Lackham roundabout in Area 1. Where route crosses into Area 3 it can equally follow Route B.

The use of viaducts to carry road across flood plain is totally unjustifiable 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.

Roundabout required at crossing with A4.

Q11. Please rank the potential Pewsham link road options into order of preference.

Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Raising road level will be costly and visibly apparent

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

to shops;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 479

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
None of the above
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Bicycle;Walking;Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;Bicycle;Walking;

MSF 480

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
None
- Q9. 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.**
None
- Q10. 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.**
None
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
None
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
None
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 481

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Walking;

MSF 482

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
Good idea I feel this will help ease traffic
- Q9. 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.**
All would help traffic
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 483

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
Please protect the biodiversity around Chippenham and do not build the road.

Do not protect the rest of Wiltshire at the expense of our town.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This road would start a process that would destroy Chippenham. Please do not build it
- Q9. 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.**
This road would start a process that would destroy Chippenham. Please do not build it
- Q10. 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.**
This road would start a process that would destroy Chippenham. Please do not build it
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;Walking;Bicycle;

MSF 484

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
NONE OF THEM
- Q9. 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.**
NONE OF THEM
- Q10. 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.**
NONE OF THEM
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
DON'T RUIN OUR TOWN
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
DON'T RUIN OUR TOWN
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 485

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
None
- Q9. 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.**
None
- Q10. 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.**
None
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
None
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
None
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;

MSF 486

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;Walking;

MSF 487

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 488

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Over 66 years old

Q4. Please let us know your post code.

████████

Q5. 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?

The road is unnecessary and should not have been considered;

Q6. 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.

I am not able to express a preference for any of the three road options arising from studies commissioned and recently promoted by the council and its consultants under the guise of a public consultation.

None of the route options are acceptable to me. Quite apart from the catastrophic impact any of these road routes would have on the valuable countryside that would need to be destroyed, each option is insidiously linked to the Councils successful application for an HIF grant which in turn required the urgent need to prepare and adopt the hitherto concealed part of the HIF application – a commitment (unannounced to the public?) to release valuable land and countryside on which to expand the population of Chippenham by tens of thousands of residents and thousands of houses. Failure to get this whole plan underway by next year would, we are told, result in some sort of penalty.

The disregard this council has for the views of the local communities and the alarming risks it is taking with its recent financial commitments continues to trouble many.

It is astonishing that the council should have applied for an HIF grant without the slightest mention to the community involved that in so doing it was committing the Chippenham area to an increase of 7000 homes. It is even more astonishing that in order to make use of the £75m that has been awarded there is now a stampede to invent a new plan for Future Chippenham to back fit the council's commitment to impose a monumental increase in population so as to justify the original HIF application and award.

Please cease all spend on this appalling and unnecessary road project, pay whatever penalties and focus on preparing an acceptable plan to regenerate Chippenham in a sensible, sensitive and sustainable manner. (While writing I also suggest it would be more economical to use the councils in house professionals to prepare such a plan rather than pay consultants. Who knows there may even be sufficient savings to repay some of the penalty incurred by the unnecessary HIF flirtation)?

- ██████████
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
See response to question 6
- Q9. 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.**
See response to question 6
- Q10. 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.**
See response to question 6
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This could be used for relieving congestion at the Bridge center
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
This could be used for relieving congestion at the Bridge center
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 489

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
I disagree with all options and believe that any changes to traffic options should be improvement on existing systems without destroying any more green spaces and habitats
- Q9. 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.**
I disagree with all options and believe that any changes to traffic options should be improvement on existing systems without destroying any more green spaces and habitats
- Q10. 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.**
I disagree with all options and believe that any changes to traffic options should be improvement on existing systems without destroying any more green spaces and habitats
- Q11. Please rank the potential Pewsham link road options into order of preference.**

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I disagree with all options and believe that any changes to traffic options should be improvement on existing systems without destroying any more green spaces and habitats.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I disagree with all options and believe that any changes to traffic options should be improvement on existing systems without destroying any more green spaces and habitats

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bus;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 490

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Terrible idea. This is only being suggested due to an already applied for government grant and the fact that Wiltshire Council already owns the majority of the land. This will complete a ring road around Chippenham and will prevent unfettered access to the countryside for EVERYONE in the town. The destruction of TWO precious river valleys mean that all routes are inappropriate given Wiltshire Councils admission that we are in a climate emergency.
- Q9. 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.**
Terrible idea. This is only being suggested due to an already applied for government grant and the fact that Wiltshire Council already owns the majority of the land. This will complete a ring road around Chippenham and will prevent unfettered access to the countryside for EVERYONE in the town. The destruction of TWO precious river valleys mean that all routes are inappropriate given Wiltshire Councils admission that we are in a climate emergency.
- Q10. 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.**
Terrible idea. This is only being suggested due to an already applied for government grant and the fact that Wiltshire Council already owns the majority of the land. This will complete a ring road around Chippenham and will prevent unfettered access to the countryside for EVERYONE in the town. The destruction of TWO precious river

valleys mean that all routes are inappropriate given Wiltshire Councils admission that we are in a climate emergency.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 491

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times; Reducing air/noise pollution;
- Q6. 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.**
Reducing current traffic levels in central Chippenham (Ivy Lane, Marshfield |Road, Park Lane, Malmesbury Road and New Road) and along the Bath Road/Rowden Hill and thereby improving the environment there if sufficient through traffic is diverted onto the new road.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
Option C might best enable all within the development to be within 400m of a bus stop, and could void the need for buses to divert off the main road and thereby reduce journey times. It seems to be the best option to ensure connectivity with the town centre.
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 492

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
None of the these routes. Against the project.
- Q9. 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.**
None of these routes against the project
- Q10. 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.**
None of these routes against the project
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 493

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bus;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;

MSF 494

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
DO NOT BUILD ANY OF THESE ROADS. To protect the environment & enhance biodiversity we do not need to build these roads.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I am completely opposed to Option A. I do not believe this road is necessary. This is a time to review our whole policy to climate change and building new roads will not help us to decrease our carbon emissions.
- Q9. 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.**
I am completely opposed to this road development along with option B. It does not address our responsibility to reduce carbon emissions and promote a greener environment for future generations. Building more roads only increases car use. Something that we will have to reduce if we want to fulfil our commitments as a country to reduce carbon emissions.
- Q10. 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.**
I am completely opposed to this road development along with option C. It is a shame that Wiltshire Council do not have the courage to think outside the box for developments. If the pandemic has taught us anything it is that this is the time to stop and rethink policies. This is time to think of sustainable transport, rural public transport, support for farming and renewable industries not turning our green spaces into spaghetti junctions.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

None of the above. These roads are not necessary along with the whole road scheme.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

None of the above. This roads are not necessary as is the scheme itself.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

to use the bank & library;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 495

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution; Climate change adaptation/mitigation; Easing traffic congestion and improving journey times;
- Q6. 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.**
I have considerable qualms about the environmental benefit of such a road and infilling of houses. This is in direct conflict with stated Government statements about reducing our dependence on fossil fuels as well as protecting the countryside. Most of the occupants of these houses will be commuters as there are not enough local jobs. The effect of increased traffic on the local parishes will be considerable, increasing the number vehicles on roads not designed to manage them.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
I am against the project as a whole.
- Q9. 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.**
I am against the project as a whole.
- Q10. 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.**
I am against the project as a whole.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I am against the project as a whole.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I am against the project as a whole.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;Car;

Q15. Why do you travel to/from Chippenham town centre?

Shopping only;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 496

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This is a massive development which I hate. This “consultation” is fundamentally flawed because there isn’t a “no new road” option. Do NOT assume that I have expressed any preference for options - I have ignored it in order to express my dissatisfaction with your “consultation”. I would be willing to see a small amount of development shared equally across the county based on land area IF there was a substantial improvement in Chippenham facilities to take account of the Chippenham development which has already happened.
- Q9. 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.**
This is a massive development which I hate. This “consultation” is fundamentally flawed because there isn’t a “no new road” option. Do NOT assume that I have expressed any preference for options - I have ignored it in order to express my dissatisfaction with your “consultation”
- Q10. 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.**
This is a massive development which I hate. This “consultation” is fundamentally flawed because there isn’t a “no new road” option. Do NOT assume that I have expressed any preference for options - I have ignored it in order to express my dissatisfaction with your “consultation”

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not applicable because I do not support any of the new road options
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not applicable because I do not support any of the new road options
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Banking;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 497

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
Part of Chippenhams charm is the surrounding natural environment. Continuing to expand and encroach on this spoils a huge part of what draws people to Chippenham. Yes traffic through town is an issue, but its not awful, and could be helped with much better cycle and pedestrian access through town to the train station.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 498

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;

Q6. 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.

To meet our Climate Change commitments we should be trying to preserve and increase our green spaces, planting more trees and increasing biodiversity. Not laying down more tarmac and concrete and encouraging polluting car use. The land for this development should be kept as it is, as beautiful and productive agricultural land and wildlife habitat which can be enjoyed by the people of Chippenham and the rest of Wiltshire.

The proposed development will adversely affect local amenities including the Chippenham to Calne cycle path and the Wilts and Berks canal which are both currently enjoyed by both cyclists and walkers with stunning views of the Marden and Avon valleys.

I do not believe there is a need for this development, I also do not believe it is a sustainable size and will place an enormous strain on Chippenham's existing facilities.

I firmly object to this development and do not want any of the proposed routes.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

Not wanted or necessary

Q9. 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.

Not wanted or necessary

- Q10. 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.**
Not wanted or necessary
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not wanted or necessary
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not wanted or necessary
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bicycle;Walking;

MSF 499

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation; Reducing air/noise pollution;
- Q6. 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.**
I don't believe any of these routes are necessary. Chippenham does not need this many houses. It is already a large town with three large secondary schools and not enough play areas. Shopping in town is limited and parking is difficult in busy times. Chippenham has no need to grow this much. Adding these houses and a road that will make Hill Corner Road even more of a rat run is not the answer. The amount of traffic on that side of the town does not warrant such a large road, let alone one which is destroying so much valued country side.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Not needed.
- Q9. 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.**
Not needed
- Q10. 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.**
Not needed and too many roundabouts - roundabouts just add to air pollution.
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;Car;

MSF 500

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
None of the above as I don't agree with the link road in the first place.;
- Q6. 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.**
My reasons for not agreeing to the link road are:-
1. Wiltshire Council have been appalling at applying for a grant that did not go to public consultation beforehand.
 2. Wiltshire Council are assuming that planning for 7,500 houses, nearly the size of Calne, will indeed go ahead if you are already doing a consultation exercise on a link road
 3. There would be no need for the Link Road, or to ease traffic, or to reduce noise and air pollution, or to protect the environment, or to protect the landscape or heritage assets if the houses weren't built in the first place.
 4. Where is the evidence that we need 7.500 houses? There are big developments popping up all over the place and I suspect Wiltshire are already nearing the Government allocation (which is arbitrary at best).
 5. Where is the consideration to the impact on climate? This will have a significant impact that is irreversible. Damaging to humanity and the natural world.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**

- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 501

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**

- Q3. Which age bracket do you fall into?**
Between 46-55 years old

- Q4. Please let us know your post code.**

■■■■ ■■■■

- Q5. 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?**

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats;

- Q6. 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.**

As a Wiltshire Councillor for the Hardenhuish ward in Chippenham for the last 6 years traffic congestion and traffic related issues are by far the most frequent complaints I have received. This area of Chippenham is deeply impacted by traffic coming off the motorway across three main arteries into Chippenham or trying to bypass Chippenham by using Hardenhuish Lane past Sheldon and Hardenhuish Schools, Malmesbury Road and Hill Corner Road. Hill Corner road is further impacted by the increased traffic from the new Birds Marsh development which continues to be horrendous for these residents. This area also suffers with heavy goods vehicles from Wavin as well as Hills recycling lorries among many more trying to navigate their way through Chippenham. I have tried twice to get a heavy goods restriction imposed on Hill Corner road which it most certainly needs and it is my opinion that one of the reasons this has been rejected is due to the lack of alternative suitable roads for these vehicles to use. The congestion, parking and road traffic incidents continue to plague other roads in the ward including Greenway Lane, Park Lane and Yewstock Crescent, negatively affecting the daily lives of many residents. Further more, I think it is important for us to learn from mistakes in the past such as the 'village green' status which residents fought for in Birds Marsh in an effort to try and stop the development. The end result was that the houses went ahead anyway, but we lost the opportunity for a fully developer funded children's ecological centre which was to be run by Wiltshire Wildlife Trust. As Chippenham is forced to grow to meet the government demand for housing, surely it is time to recognise the demand for appropriate infrastructure to meet these needs too. I fully support the need for this road BUT also strongly feel any CIL money raised from development MUST remain in Chippenham to develop other facilities such as town centre development and improved leisure facilities.

- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;

- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;Train;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Taxi;Train;

MSF 502

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;

MSF 503

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
This scheme has not been thought through.;
- Q6. 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.**
There is no need for this road, times have changed - people's working patterns and priorities are not what they were.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
The countryside and landscape will be ruined. More flooding will ensue. Comments refer to whole scheme. Damage to quality of life of people of Chippenham. A totally unnecessary scheme in view of changes to way economy works.
- Q9. 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.**
As above.
- Q10. 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.**
As above. Also if you have to alter and try to improve that which you are destroying there is clearly a lot wrong with your plan.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It must not be built.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
It must not be built.

Q14. How do you travel to/from Chippenham town centre?

On foot;Car;Bus;

Q15. Why do you travel to/from Chippenham town centre?

Occasional shopping,;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;

MSF 504

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
I feel the alleged need for the number of houses proposed should be reviewed and re-evaluated in light of the effects Covid 19 has had on the way people work from home more, the possibility of repurposing offices / brownfield sites. This would then in turn affect the "need" for the proposed road.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
All zones - this road will allow for the sprawl of Chippenham to encroach on the surrounding countryside and impact the rural nature of the villages nearby in a wholly unnecessary way.
The speed restriction will not allow it to be used as a bypass, so traffic will get caught up on it which will create more pollution for residents nearby.
- Q9. 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.**
All zones - This route is also unsuitable as a bypass, and has the additional disadvantage that it will directly impact local inhabitants - noise and light pollution plus particle pollution. The case of ■■■■■ should be borne in mind, as this route could cause similar illness for residents close to the proposed route. Surely the council will not knowingly build a road which could have such fatal consequences for people who live along or near to its route?

Q10. 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.

All zones - This route is also unsuitable as a bypass, and has the additional disadvantage that it will directly impact local inhabitants - noise and light pollution plus particle pollution. The case of ██████████ should be borne in mind, as this route could cause similar illness for residents close to the proposed route. Surely the council will not knowingly build a road which could have such fatal consequences for people who live along or near to its route?

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

It is extremely difficult to order the options from the details given in the consultation leaflet. Both options appear to go directly through green spaces, so would damage the natural environment, but the details are so difficult to identify that it feels impossible to give an informed view.

I also attended the webinar in January where more detail was given on the road and link options, but the whole experience felt as though the public were being blinded by the detail. When it came to asking questions suddenly the session had run out of time, so I do not feel that proper consultation/ information sharing has taken place on this issue.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

It is extremely difficult to order the options from the details given in the consultation leaflet. Both options appear to go directly through green spaces, so would damage the natural environment, but the details are so difficult to identify that it feels impossible to give an informed view.

I also attended the webinar in January where more detail was given on the road and link options, but the whole experience felt as though the public were being blinded by the detail. When it came to asking questions suddenly the session had run out of time, so I do not feel that proper consultation/ information sharing has taken place on this issue.

Q14. How do you travel to/from Chippenham town centre?

Car;Bus;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 505

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Don't like that it crosses the canal right by Pewsham Lock, it'll ruin it as a place to visit and walk (zone 2)
- Q9. 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.**
- Q10. 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.**
This is probably best for keeping away from the restored canal and nicer natural spaces
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping, errands;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 506

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
It's a terrible idea, we shouldn't be expanding fossil fuel infrastructure by any means with the worsening climate catastrophe unfolding. We need to adopt greener policy and protect biodiversity.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 507

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Climate change adaptation/mitigation;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
Improving the availability of sustainable transport should be the major consideration in conjunction with easing traffic congestion.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I understand the new suggested road will have a speed limit of 30 mph, as Pewsham Way has a limit of 50 mph I believe traffic will continue to use Pewsham Way, so either link option is irrelevant to the continued use of this road. I fail to understand why Pewsham Way is a 50 mph zone when it has housing fronting it. Surveys of pollution and traffic speeds on this road should be addressed in any overall planning.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;

MSF 508

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; We should not be building more roads to accommodate unnecessary 7500 new houses;
- Q6. 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.**
Another new road with the building of 7500 new houses just exacerbates air pollution, noise levels and removal of green spaces that are used on a very regular basis. We do not want to become a new conurbation that will have to travel out of Chippenham for work to Swindon , Bath or Bristol.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
We do not need another road. This destroys farm land and open green spaces and makes outlying villages part of Chippenham,
- Q9. 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.**
We do not need another road
- Q10. 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.**
We do not need another road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping, dentist, doctors;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 509

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
No road at any price
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road
- Q9. 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.**
No road
- Q10. 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.**
No road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 510

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

I'd rather not say

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation;Reducing 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;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;

Q6. 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.

To be clear, I don't think a distributor road is required and strongly oppose it. There is strong evidence to show that more roads simply increase traffic and don't alleviate congestion. Given the climate emergency and the need to reduce Carbon emissions this is the wrong approach.

Furthermore, part of the solution to all the above is reducing the need for people to need transportation - e.g. ability to walk to town centre. This in turn questions whether building more roads is a solution or just exacerbates the problem. This means thinking more radically about how it can be done differently rather than more of the same.

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route;Option B - Middle route;Option A - Outer route ;

Q8. 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.

Option A goes outside the proposal development area , so is considerably less effective at serving the proposed new housing in all 5 zones (the diagram is misleading). It therefore cuts through fields which won't have housing - this will reduce farming capacity as farms will be split across the road. And will lead to additive road requirements as access will still be needed to support houses closer in. This hidden additional cost doesn't appear to have been recognised. It will increase traffic along for example along Stanley Lane and create major interference to the Sustrans cycle path

- Q9. 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.**
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. There is no evidence that it will reduce car use. But will create major interference to the Sustrans cycle path which is used by current residents to get into town.
- Q10. 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.**
This may not be the Council's preferred route but it serves all the objectives outlined in the consultation. It is also most likely to serve the needs of any new builds in the foreseeable future
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The above ranking does not represent my preference as I cannot answer this question as there is insufficient information and the link does not take you to a relevant page or set of options
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
The above ranking does not represent my preference as I cannot answer this question as there is insufficient information and the link does not take you to a relevant page or set of options
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping - supermarket, pharmacy and essentials;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Walking;Bicycle;

MSF 511

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;I strongly oppose this bypass;
- Q6. 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.**
This road will be a scar on the landscape and will destroy huge areas of natural landscape. It will encourage many more cars etc. It's totally inconsistent with any policy on opposing climate change.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I oppose all options
- Q9. 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.**
I oppose all options
- Q10. 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.**
I oppose all options
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I oppose all options
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I oppose all options

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 512

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option A - Outer route ;Option B - Middle route;
- Q8. 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.**
The proposed viaducts will have a massive impact on currently unspoilt stretches of the Avon river valley, especially the stretch between Rowden Manor and Reybridge. It will also have a huge impact on the lower reaches of the Marden and the canal. This road seems total overkill given development areas for over 2000 houses have already been identified west of the river. THEREFORE, I DO NOT WANT ANY OF THE ROAD OPTIONS.
- Q9. 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.**
As above
- Q10. 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.**
As above. If this road was forced on Chippenham, then the inner route seems to be the least worst.
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping. Why isn't shopping listed!?;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;Bicycle;Bus;

MSF 513

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**

The new road is not required, and I'm disappointed that this is not an option you have provided on the online form. I object to it as I fail to see how the plans for the road, and the accompanying 7,500 properties will provide any of the benefits that you are claiming. In fact, it's quite the opposite and I oppose the development because of the immediate and irreparable harm it will bring to current and future residents of the town and the environment.

This plan will do nothing to alleviate traffic congestion in the centre of Chippenham. 7,500 households and thousands of extra vehicles will put a vast amount of pressure on the road networks coming into the town from the new development – unless of course the intention is to widen existing roads or build yet more new ones to accommodate them. In addition, the fact that the proposed distributor road is to have a 30mph single lane, intended for access to the new properties, means it 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.

At a time when the pandemic and subsequent lockdowns have shown us the huge benefit of green spaces and open countryside to physical and mental wellbeing, by concreting over this area, you will be depriving current residents and future generations of this hugely important means of support.

In the wider context, with the world facing a declared Global Climate Emergency, this plan is making a clear statement that the Council really doesn't care. The environmental impact – from the loss of working farms and destruction of wildlife habitat - make this development unsustainable, with untold harm done to greenhouse gas emission levels and pollution during construction and for all the subsequent years that follow.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

I repeat my response to Question 6 above:

The new road is not required, and I'm disappointed that this is not an option you have provided on the online form. I object to it as I fail to see how the plans for the road, and the accompanying 7,500 properties will provide any of the benefits that you are claiming. In fact, it's quite the opposite and I oppose the development because of the immediate and irreparable harm it will bring to current and future residents of the town and the environment.

This plan will do nothing to alleviate traffic congestion in the centre of Chippenham. 7,500 households and thousands of extra vehicles will put a vast amount of pressure on the road networks coming into the town from the new development – unless of course the intention is to widen existing roads or build yet more new ones to accommodate them. In addition, the fact that the proposed distributor road is to have a 30mph single lane, intended for access to the new properties, means it 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.

At a time when the pandemic and subsequent lockdowns have shown us the huge benefit of green spaces and open countryside to physical and mental wellbeing, by concreting over this area, you will be depriving current residents and future generations of this hugely important means of support.

In the wider context, with the world facing a declared Global Climate Emergency, this plan is making a clear statement that the Council really doesn't care. The environmental impact – from the loss of working farms and destruction of wildlife habitat - make this development unsustainable, with untold harm done to greenhouse gas emission levels and pollution during construction and for all the subsequent years that follow.

Q9. 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.

I repeat my response to Question 6 above:

The new road is not required, and I'm disappointed that this is not an option you have provided on the online form. I object to it as I fail to see how the plans for the road, and the accompanying 7,500 properties will provide any of the benefits that you are claiming. In fact, it's quite the opposite and I oppose the development because of the immediate and irreparable harm it will bring to current and future residents of the town and the environment.

This plan will do nothing to alleviate traffic congestion in the centre of Chippenham. 7,500 households and thousands of extra vehicles will put a vast amount of pressure on the road networks coming into the town from the new development – unless of course the intention is to widen existing roads or build yet more new ones to accommodate them. In addition, the fact that the proposed distributor road is to have a 30mph single lane, intended for access to the new properties, means it 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.

At a time when the pandemic and subsequent lockdowns have shown us the huge benefit of green spaces and open countryside to physical and mental wellbeing, by concreting over this area, you will be depriving current residents and future generations of this hugely important means of support.

In the wider context, with the world facing a declared Global Climate Emergency, this plan is making a clear statement that the Council really doesn't care. The environmental impact – from the loss of working farms and destruction of wildlife habitat - make this development unsustainable, with untold harm done to greenhouse gas emission levels and pollution during construction and for all the subsequent years that follow.

Q10. 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.

I repeat my response to Question 6 above:

The new road is not required, and I'm disappointed that this is not an option you have provided on the online form. I object to it as I fail to see how the plans for the road, and the accompanying 7,500 properties will provide any of the benefits that you are claiming. In fact, it's quite the opposite and I oppose the development because of the immediate and irreparable harm it will bring to current and future residents of the town and the environment.

This plan will do nothing to alleviate traffic congestion in the centre of Chippenham. 7,500 households and thousands of extra vehicles will put a vast amount of pressure on the road networks coming into the town from the new development – unless of course the intention is to widen existing roads or build yet more new ones to accommodate them. In addition, the fact that the proposed distributor road is to have a 30mph single lane, intended for access to the new properties, means it 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.

At a time when the pandemic and subsequent lockdowns have shown us the huge benefit of green spaces and open countryside to physical and mental wellbeing, by concreting over this area, you will be depriving current residents and future generations of this hugely important means of support.

In the wider context, with the world facing a declared Global Climate Emergency, this plan is making a clear statement that the Council really doesn't care. The environmental impact – from the loss of working farms and destruction of wildlife habitat - make this development unsustainable, with untold harm done to greenhouse gas emission levels and pollution during construction and for all the subsequent years that follow.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I repeat my response to Question 6 above:

The new road is not required, and I'm disappointed that this is not an option you have provided on the online form. I object to it as I fail to see how the plans for the road, and the accompanying 7,500 properties will provide any of the benefits that you are claiming. In fact, it's quite the opposite and I oppose the development because of the immediate and irreparable harm it will bring to current and future residents of the town and the environment.

This plan will do nothing to alleviate traffic congestion in the centre of Chippenham. 7,500 households and thousands of extra vehicles will put a vast amount of pressure on the road networks coming into the town from the new development – unless of course the intention is to widen existing roads or build yet more new ones to accommodate them. In addition, the fact that the proposed distributor road is to have a 30mph single lane, intended for access to the new properties, means it 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.

At a time when the pandemic and subsequent lockdowns have shown us the huge benefit of green spaces and open countryside to physical and mental wellbeing, by concreting over this area, you will be depriving current residents and future generations of this hugely important means of support.

In the wider context, with the world facing a declared Global Climate Emergency, this plan is making a clear statement that the Council really doesn't care. The environmental impact – from the loss of working farms and destruction of wildlife habitat - make this development unsustainable, with untold harm done to greenhouse gas emission levels and pollution during construction and for all the subsequent years that follow.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I repeat my response to Question 6 above:

The new road is not required, and I'm disappointed that this is not an option you have provided on the online form. I object to it as I fail to see how the plans for the road, and the accompanying 7,500 properties will provide any of the benefits that you are claiming. In fact, it's quite the opposite and I oppose the development because of the immediate and irreparable harm it will bring to current and future residents of the town and the environment.

This plan will do nothing to alleviate traffic congestion in the centre of Chippenham. 7,500 households and thousands of extra vehicles will put a vast amount of pressure on the road networks coming into the town from the new development – unless of course the intention is to widen existing roads or build yet more new ones to accommodate them. In addition, the fact that the proposed distributor road is to have a 30mph single lane, intended for access to the new properties, means it 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.

At a time when the pandemic and subsequent lockdowns have shown us the huge benefit of green spaces and open countryside to physical and mental wellbeing, by concreting over this area, you will be depriving current residents and future generations of this hugely important means of support.

In the wider context, with the world facing a declared Global Climate Emergency, this plan is making a clear statement that the Council really doesn't care. The environmental impact – from the loss of working farms and destruction of wildlife habitat - make this development unsustainable, with untold harm done to greenhouse gas emission levels and pollution during construction and for all the subsequent years that follow.

Q14. How do you travel to/from Chippenham town centre?

Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 514

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
In order to protect the landscape and biodiversity the best option is not to build a road. By building a road animal and plant habitats are disturbed and the landscape is irreversibly changed.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
This option would be less visible from our village
- Q11. Please rank the potential Pewsham link road options into order of preference**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;shopping/banking/;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 515

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
Seems to be too close to Pewsham Lock development where the other options provide better access to it. Prefer the access at the start in zone 1.
- Q9. 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.**
Seems to provide the best compromise. Good start at the roundabout, avoids interaction with Pewsham Lock, provides better access to the Lock. May want to add a roundabout to the A4 near Derry Hill, rather than a staggered crossroads (traffic lights will be a challenge). Keeps the road in the proposed new neighbourhoods which makes sense.
- Q10. 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.**
Awkward start in zone 1, driving down 1 road to get to a roundabout. Provides separation from and access to Pewsham Lock which is a positive. Keeps the roads in the new neighbourhoods which makes more sense.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Seems to trample on more of the countryside in a less positive way than option 3.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Although this means another roundabout on Pewsham Way the location of it seems to be preferable. A neater solution which connects to the perimeter road in an area which is used as a temporary car park for walker. Especially if Inner or Middle routes provide better access to Pewsham Locks.
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 516

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
We must protect our green space here and not build roads which are not needed. This pandemic has re focused everyone about what beautiful countryside we have around us, the wildlife is just amazing. I now work at home and will continue doing so. This will be the same for many people. A new road is not required just improvement to the A4 Bridge roundabout to the new improved A350 roundabout. Traffic can then go north and south along A350. An improved road from the station and Monkton Park out towards A350 would help any congestion. Any funding available should be spent on these existing roads and Chippenham Town centre and Station.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
The outer route would travel over more green space, we need to protect this for wildlife. From an environmental point of view this proposed route will destroy acres of land which will never come back.
- Q9. 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.**
Not required, the roads around Pewsham operate efficiently out onto existing A4
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not required
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not required
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 517

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
Like roundabout at Pewsham as will make access easier to A350 to Calne without going near town centre and traffic will flow better than if there was traffic lights at a junction
- Q9. 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.**
- Q10. 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.**
Too close to existing roads and water treatments - if the town is growing surely treatment works may expand in the future? Too close to potential sites of newts and will show developments down. I think if this option is chosen than option B or A would happen at a later date too so doesn't make any sense. It would also be too close to secondary school at Abbeyfield
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Car;

MSF 518

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Don't do it- it's not necessary
- Q9. 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.**
Don't do it- not necessary
- Q10. 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.**
Don't do it!!! Not necessary
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This is an awful idea and should not be happening the roads we have are enough
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
We don't need more roads!!!!
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 519

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
Chippenham resident.
- Q5. 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?**
Local Chippenham decision not a forced decision based on a few Wiltshire councillors opinions.;
- Q6. 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.**
The road requirement has been developed under false pretense and should not go ahead without 'real' consultation and discussion in Chippenham rather than a Forced decision by Wiltshire Council.

Reason - The recent town survey stated that locals first preferences in the "Chippenham Housing Infrastructure Fund Bid – Report on Public Engagement Feedback" were Preference 1: Easing traffic congestion and Better use of green spaces. Wiltshire council have decided that this means a relief road is needed, and to pay for that, they have applied for funding which requires vast quantity of houses to be built. This then forces Chippenham to take an unusually large proportion of Wiltshire housing requirements which has then shown Wiltshire council housing site plans being biased towards the areas where the road would go rather than the west side of the town along the A350. The road has become a feeder road with housing along it and a stated possible speed reduction to 20mph, and this would not be suitable for relieving the Calne-M4 car/lorry traffic which would then still go through the town. So more traffic congestion and the green space being used for 7500 houses can hardly be claimed as the result locals wanted in town consultation. Better use of green space does not mean building 7500 houses on that space, and a housing feeder road does not relieve traffic congestion.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
There has been no evidence to show the road is needed.
- Q9. 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.**
There has been no evidence to show the road is needed.

- Q10. 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.**
There has been no evidence to show the road is needed.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
There has been no evidence to show the road is needed.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
There has been no evidence to show the road is needed.
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 520

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Over 66 years old

Q4. Please let us know your post code.

■■■■■

Q5. 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?

Q6. 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.

This scheme would be a disaster for Chippenham. I do not accept that a road is necessary or that the Council should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan.

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting. There is no local need for such a vast development and this will result in most of the residents needing to commute to work causing massive congestion in the town centre and on other local roads.

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food. It will also result in an increase in flooding, which is already likely to be adversely affected by Climate change.

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

If Covid has taught us anything, it is the value of open spaces. Despite this the Council seems to want to cover every green space within easy reach of Chippenham town centre with houses.

Therefore I do not support any of the options offered.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

Q9. 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.

- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking; Car; Train;

MSF 521

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
- Q6. 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.**
- I do not agree that a road is necessary The local plan is not yet agreed so the number of houses needed is not discussed or known. Wiltshire Council should not be consulting upon a route before this is done. otherwise you are predetermining the result.
- The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;
- It is not a proper use of taxpayers' money – our money! to boost developers' profits!
- The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;
- The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;
- All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.
- I repeat that I do not agree with this plan,.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**

- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;Train;Walking;

MSF 522

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; No road ;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Don't want a road at all
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**

- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 523

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Listen to the locals ad confirm whether this is a distribution road only. At 20mph this can not be classed as a link roda for traffic to stop using the town.;
- Q6. 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.**
The recent town survey stated that locals first preferences in the "Chippenham Housing Infrastructure Fund Bid – Report on Public Engagement Feedback" were Preference 1: Easing traffic congestion and Better use of green spaces. Wiltshire council have decided that a relief road is needed, and to pay for that, they have applied for funding which requires vast quantity of houses to be built. This then forces Chippenham to take an unusually large proportion of Wiltshire housing requirements which has then shown Wiltshire council housing site plans being biased towards the areas where the road would go rather than the west side of the town along the A350. The road has become a feeder road with housing along it and a stated possible speed reduction to 20mph, and this would not be suitable for relieving the Calne-M4 car/lorry traffic which would then still go through the town. So more traffic congestion and the green space being used for 7500 houses can hardly be claimed as the result locals wanted in town consultation.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
Takes too much land up. Not required.
- Q9. 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.**
Takes up too much land. Not required.
- Q10. 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.**
Takes up too much land. Road not required.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;

MSF 524

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- The nature where this road would be is more important than this road would be.
 - Roads aren't as cool as having however much money roads cost.
 - More roads means more potholes, am I right?
 - Roads don't absorb water as well as earth does so floods would be a pain ■■■■ ■■■■ and a more frequent one the more projects like this go ahead.
 - There are already roads to the places this road would go.
 - ■■■■ ■■■■■■■■
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Don't do it.
- Q9. 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.**
Don't do this one either.
- Q10. 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.**
This one would be bad.
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It's a bad idea.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
This won't do.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 525

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 526

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
I don't think it is a good idea;
- Q6. 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.**
The only reason this road is being built is because of the houses. There are far too many and because I don't agree with .that then the road cannot be built with that money
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I don't want any of the routes
- Q9. 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.**
I don't want any of the routes
- Q10. 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.**
I don't want any of the routes
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I don't want any of the routes as I don't want so many houses to be built. The government is not even asking for it.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I don't want any of the routes as I don't want so many houses to be built. The government is not even asking for it.

- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
library and shops;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 527

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
DO NOT FAVOUR ANY OF THE OPTIONS
- Q9. 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.**
DO NOT FAVOUR ANY OF THE OPTIONS
- Q10. 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.**
DO NOT FAVOUR ANY OF THE OPTIONS
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
WILL DESTROY THE ENVIRONMENT FOR DEBATABLE BENEFITS
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
WILL DESTROY THE ENVIRONMENT FOR DEBATABLE BENEFITS

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 528

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Easing traffic congestion and improving journey times; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; See Question 6;

Q6. 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.

I object to the road proposals as I do not believe the proposed road is fit for purpose, and strongly object to an additional 7500 new homes in Chippenham.

Whether or not it is intended as one, it WILL be used as a de facto bypass/relief road. If it is going to be built, it should be constructed as such with higher speed limits, and preferably proper grade separation. For instance, people coming from A4 Calne direction will NOT get to the A350 or M4 via the town centre, they WILL use this road.

7500 new houses will cause additional traffic congestion, not relieve it. There is not enough local industry and businesses to sustain the occupants of the new houses, so will lead to a significant number of additional commuter journeys causing further congestion in the town, including to the railway station in the town centre.

It will destroy the rural character of Eastern Chippenham, and will bulldoze its way straight through the jewels in Chippenham's countryside, the Wilts & Berks Canal, and the cycle route of the former railway.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

This is the only route that is generally viable, in my opinion. It still has some major flaws. Although it is the option that causes least impact to the cycle route, it could be routed through the natural gap in the cycle route at Stanley (Zone 4 & 3).

The Wilts & Berks canal should not be intersected in the middle of a section that is in full use, and the road could be routed through the natural gap between the two sections, North of Pewsham Locks (Zone 2). The route of the canal should be protected, even the gaps between sections, and should be bridged to allow rebuild.

- Q9. 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.**
Although the route avoids the Wilts & Berks Canal (Section 2), the staggered junction on the A4 is absurd. The rest of the route is too far inward.
- Q10. 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.**
A terrible option.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 529

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Preserving and protecting heritage assets; Preserving farmland to meet our food requirements for generations ahead.; Reducing air/noise pollution;
- Q6. 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.**
The government has said that it used an erroneous model to calculate the number of homes required and you are building in excess of our responsibilities. Future generations will need to have food that is home grown and doesn't consume air miles which means that we need to preserve and improve farmland. There is no requirement to build 75000 houses in this district. A by-pass will bring lorries with the accompanying noise and air pollution. While the town centre is such a neglected area and expensive to park even for a short shopping trip, Chippenham will benefit more from town centre use-ability.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
This is too long and takes up too much farmland.
- Q9. 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.**
This would be my preferred route except that it has the dog-leg where it crosses the A4. This is not acceptable.

- Q10. 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.**
This is not a smooth route with too many bends and a sharp right turn in section 3. It is too near Abbeyfield School and especially the sports ground where young people walk and cycle to get there.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I can't find which is which.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping and leisure;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;Car;

MSF 530

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

████████

Q5. 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?

Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Easing traffic congestion and improving journey times; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution;

Q6. 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.

Clearly all of the options are important, and none of them will be fulfilled with the proposed distributor rod. It will in fact harm all of these things.

1. bicycles and pedestians currently enjoy the rural idyll of the old railway course. This would no longer be rural if a road were built near and across it, let alone all the further development being planned.

Also, looking to the future it will hopefully one day be feasible to reinstate the rail route to Calne, which would be less likely if the road were to cross it or the rout be developed. We should be spending the money on sustainable transport not this road.

2. This road is a distributor road for further development. It will add to congestion not ease it. A true link road to ease congestion would be from St Luke's drive to Avenue La Fleche, which would cost a lot less and do a lot less damage.

3. The best mitigation against climate change is not building long roads through unspoilt countryside. With climate change, however, flood risk increases so it is more important not to damage our river valleys and the surrounding areas with roads and development.

4. This road would, if built, create noise and pollution where there currently is open countryside. The best option to reduce noise and pollution would be a linkn road as in point 2.

5. A road and development will obviously be detrimental to biodiversity and animal/plant habitats!

6. A road will spoil the landscape, as will any futher proposed development. The best visual amenity is the open rural countryside currently enjoyed in these areas.

7. The main heritage assets in this area are the canal and railway courses. These are best preserved/restored without roads or development near or across them.

- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I do not approve of any of the proposed routes
- Q9. 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.**
I do not approve of any of the proposed routes
- Q10. 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.**
I do not approve of any of the proposed routes
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I do not approve of any of the proposed routes
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I do not approve of any of the proposed routes
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping, banking;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 531

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Eden Renewables
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Overall, this is the longest, most visually intrusive, highest carbon, least sustainable and most expensive route. This is evidenced by information in the Council's consultation material. When considered against the council's objectives for the road it performs least well. The Options Assessment Report Findings Summary is clear that Option A is not the best fit when considered against the strategic, delivery, environmental and financial case.

As it mostly lies outside the areas proposed for additional development, it would also lead to the further loss of greenfield land. Pedestrian and cycle routes are proposed adjacent to the new road, which are much more sustainable forms of transport that should be encouraged. It is our view that it makes far more sense to locate these close to the new housing proposals, providing attractive sustainable transport options for local residents.

This route also has a worse option for crossing the River Avon, requiring a longer viaduct, and would need to cross the Wiltshire and Berkshire Canal twice (as opposed single bridges on the options B and C) which has potential impacts on both heritage and sustainability.

Furthermore, we have particular concerns relating to Zone 2 and where it crosses into Zone 3, where the new road would cross the A4 at Pewsham, by Forest Gate Business Park. Eden Renewables is well advanced in our plans to submit a planning application for a 49.9MW solar farm on this site. The proposed route and the new

roundabout which would link the new road with the A4 passes directly through two of the fields where we propose to install solar panels, either side of the A4. See <https://uk.edenrenewables.com/forest-gate>. As the site is already being progressed for an alternative use, it is not available for a new road route.

Eden Renewables already has a contractual arrangement with the landowner for a solar farm here, if we are successful in getting planning permission. Accordingly, if the solar farm obtains planning consent, the landlord would resist the plans for a road in this location and the Council would need to acquire the land by compulsory purchase. This would be costly and has significant implications for the ability for Wiltshire Council to deliver this important piece of infrastructure in Chippenham in a timely manner.

The use of land at Forest Gate as a solar farm also supports Wiltshire Council's target to achieve net zero carbon emissions by 2030 and is in line with existing and emerging policy regarding renewable energy schemes. We understand that the new road may also facilitate the extension of Chippenham which would lead to an increase in energy demand. The solar farm would provide a source of renewable electricity equivalent to the consumption of over 13,000 homes, providing green electricity for both future and existing homes and businesses in Chippenham as well as the resultant infrastructure.

In summary, using the Council's own scoring system, Option A did not score highly in any of the categories and is clearly identified as the worst of the three options. It would conflict with plans for a solar development and we therefore believe that one of the alternative routes is a better option.

Q9. 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.

This route would not impact on the proposed solar farm, but is likely to cause heavy traffic congestion where it crosses the A4 in Zone 2 as no roundabout is currently proposed. Careful consideration will be required during design development to ensure that this junction is able to operate effectively. It is preferable to Option A because it is shorter and would have a lower carbon impact, and is closer to the proposed new housing that it would provide access to.

Q10. 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.

No further comments. This route is preferable to route A in our view, for the reasons given above.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

We have no views on the link routes.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

We have no views on the link routes.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

To travel from Chippenham train station.;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 532

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
The outer route cuts through green field land with all its environmental costs. Given that cars will increasingly become electric with no emissions there will be no air pollution issues with the inner route.
- Q9. 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.**
- Q10. 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.**
The statistics may change regarding the amount of new housing that is actually required. Building huge estates of housing in areas with low employment opportunities like Chippenham where the work force has to travel large distances to work seems environmentally unacceptable
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 533

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This option means a much busier roundabout at the end of Canal Road, the main route for many out of Pewsham. Canal Road already has speed issues, supposed to be a 30mph road, but as a Pewsham resident many cars travel towards the roundabout at a much greater speed. As a link to the new ring road may perpetuate this behaviour as the other 3 roads may all be 50mph.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Feel this would be a safer option as more roundabouts on Pewsham Way may help to vehicle speed especially as pedestrians have to cross Pewsham Way to get to the Cycle Path.
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 534

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;
- Q6. 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.**
It is vital to preserve animal and plant habitats and biodiversity, along with climate change mitigation. Without these, the planet will not survive, so although the other issues are also very important, they will become irrelevant.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option A - Outer route ;Option B - Middle route;
- Q8. 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.**
No road.
- Q9. 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.**
With a lower quantity of housing, I may have been able to make a choice, but 7,500 new homes are too many for Chippenham to absorb.
- Q10. 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.**
See above.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
See above.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
See above.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 535

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Improving the recreational facilities for people in Chippenham; Preserving and protecting heritage assets; Reducing air/noise pollution; Easing traffic congestion and improving journey times;
- Q6. 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.**
The proposed new road and 7500 houses will destroy the beautiful countryside and country walks around Chippenham while doing nothing to improve the quality of life for the people ALREADY living here. If you truly want to adhere to the important issues you listed above you would improve the existing bypass around Cepen Park, making it a full dual carriageway which would remove most of the traffic from Chippenham. You then need to provide more jobs and recreational opportunities for people of all ages. The last thing Chippenham needs is more housing. In the last 30 years you have already built thousands of houses in Chippenham, but there has been little improvement in the number of shops, pubs, restaurants and places like cinemas. Instead of asking us which route we prefer for the new road, you should be asking us if we want this new development at all. Most people I talk to do not, and as I understand it the Chippenham and Calne town councils do not want it either.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This route cuts through the canal which is a breeding place for various breeds of Bat. Bats are protected by law so this route cannot go ahead. It will also cut across the river which is home to Otters, another protected species.

Q9. 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.

This route passes very close to the canal which again will disturb the protected Bat breeding area. It will also cut across the river which is home to Otters, another protected species.

Q10. 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.

This route passes very close to the canal which again will disturb the protected Bat breeding area. It will also cut across the river which is home to Otters, another protected species.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 536

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Reducing 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;
- Q6. 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.**
I feel the proposed road will have a negative impact on all I have selected above, the town congestion could be improved, but it will be worse on the A4 through Pewsham village/Derry Hill
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
1. This is the area where the proposed 468m viaduct will be. I do not see this as a viable option due to the huge cost in building and the damage to wildlife
2+3. This has a huge negative impact on the green field space and countryside outside of chippenham. And will destroy the area of Pewsham village and Derry Hill. This area has the most houses of all proposed routes/areas and therefore the community will be affected the most. The A4 through this area is already very dangerous and fast, there has been several crashes this year and the deaths of 4 young men. Adding the proposed roundabout on the A4 will massively increase congestion for these residents due to the future increase in traffic coming from the Calne area. There is also a proposed solar farm in this area, this combined with this route option would devastate the area.
This route is also in close proximity to the historic canal. A very popular walking spot for a huge number of locals from pewsham, this would be negatively affected by the route and increased noise
4+5. This also impacts the countryside the most of other proposed routes.
- Q9. 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.**
1. Also an expensive crossing of the river avon

2+3. This route will encompass the old farms into the 'inner circle' of Chippenham and it would be a shame to do this as they will eventually be lost to the expansion of housing

4+5 this also encroaches into the countryside more than option c

Q10. 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.

By far this route has the least impact on the countryside, and also the lowest cost. I do not understand why there is no option to increase the size of Pewsham way to become part of this link road. This route has a link road to it, and there is enough space around Pewsham way to increase the road size.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 1; Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

option 1 keeps the road away from the existing farms

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

this option is away from the woodland, why can this route not be incorporated with route option c?

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

school run;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF536 (cont.)

on another note, it would be good on the leaflet to have an additional comments section. The need for this road is to relieve congestion. With the covid pandemic changing the way we will work in the future there will not be as many commuters. Will the road be needed? Surely expanding the size of Pewsham way and linking it the Lackham roundabout is the most cost effective option? I fear all the proposed options will have a negative impact on Old Pewsham and Derry Hill as there will be a huge increase in traffic from Calne and an enormous amount of noise pollution.

MSF 537

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
These comments apply to all three options.
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. The western bypass at my end of town appears sufficient for current levels of traffic, and we should NOT be building provision assuming an ever-increasing car use.
Nowhere in the proposals do I see anything suggesting 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 I suggest that you start by putting in such facilities, establishing the routes early.
I oppose ALL these options.
- Q9. 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.**
These comments apply to all three options.
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. The western bypass at my end of town appears sufficient for current levels of traffic, and we should NOT be building provision assuming an ever-increasing car use.

Nowhere in the proposals do I see anything suggesting 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 I suggest that you start by putting in such facilities, establishing the routes early.

I oppose ALL these options.

- Q10. 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.**

These comments apply to all three options.

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. The western bypass at my end of town appears sufficient for current levels of traffic, and we should NOT be building provision assuming an ever-increasing car use.

Nowhere in the proposals do I see anything suggesting 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 I suggest that you start by putting in such facilities, establishing the routes early.

I oppose ALL these options.

- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**

On foot;

- Q15. Why do you travel to/from Chippenham town centre?**

Visiting bank and shops;

- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**

Bicycle;

- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

Walking;

MSF537 (cont.)

Attached are my comments opposing any development of a road to the east of the town. Please acknowledge receipt.

Please do not assume that my opposition to the proposals means that I am a "NIMBY". For example, I am in favour of the building of a solar farm on land to the north east of London Rd. The council should be focusing on projects which reduce carbon emissions and air pollution, so building solar farms and NOT building roads is the direction to go.

MSF 538

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Concerned about its length and bridges needed to cross the local canal. All of which adds to the cost. I understand the bridge to take the road over the canal at the southern end will destroy an historic spill weir and be very close to a wharf which would disturb the enjoyment of a current tranquil setting.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Any of them would be acceptable
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Any of them would be acceptable

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF538 (cont.)

Don't let the NIMBY's ruin the chance of this road system. Also, as most of the vocal group probably live in houses that was once green space, we have plenty locally, they are being somewhat hypercritical. As for Mr Gray he should concentrate on his own area and stop interfering with projects in MD's constituency

MSF 539

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
The scheme should not go ahead. It is totally against the Council sustainability and environmental policies and will divide the community of Chippenham. It is a poorly thought through proposal.;
- Q6. 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.**
The Council is not being honest with the residents of Chippenham. This schemes is not a bypass nor provided for congestion relief. It is a distributor road to enable developers to cover the south east of the town with 7,500 new houses. There is no granularity to these development plans. It seems that this is being rushed through without appropriate consultation, the prize being revenue from land sales.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;Bicycle;

MSF 540

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Over 66 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

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; Reducing air/noise pollution;

Q6. 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.

You don't mention trams yet experience shows that drivers are willing to use trams when they are not willing to use buses. To address your aims, you will have to get people out of their cars. Your scheme doesn't do this. Ideally get people to leave their cars at home.

In addition, if Chippenham is to be revitalised you have to have people living nearby and working in the town. Having too much provision for vehicles will simply mean that it becomes even more of a dormitory town than it is. I suspect that your plan is doomed to failure without thinking again.

I can tell you now that everyone will drive and complain about parking unless you replace buses with trams and those routes should go directly into town

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route; Option B - Middle route; Option A - Outer route ;

Q8. 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.

Looking at the maps above - what is this road route meant to do? Is it a by-pass a way for local workers to get into town or commercial estates? It looks like a by-pass but it should be an amenity road. The intent of the road makes a difference to where it should be located. I am going to assume that it's for local communication and not a by-pass.

OK a 'distributor' road, I assume, is a technical term for local traffic.

Option A is better if you plan to take another swathe of land for housing otherwise it's daft.

Q9. 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.

There seems little to choose between this and the inner router except that in the inner router bus provision is better in zone 2.

Q10. 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 your aim is the development of Chippenham without building even further out then this route provides for better walking access to public transport.

But without trams you won't get people out of their cars. If they've got their cars they can work anywhere - especially if parking is tight in Chippenham.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

The link above doesn't go to the Pewsham anything. I cannot or judge any of the options.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

Shopping usually;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF540 (cont.)

Please find my answered questionnaire attached.

I found it very frustrating that many recent developments in urban travel have not been taken into account. I found it hard to work out what the distributor road was for – it looks like a bypass to me and if people their cars, and they will without some very persuasive arguments, the buses will be underused and the centre of town parking a nightmare. And if they want to use their cars and can't park they'll go elsewhere

This is why I think trams are a crucial part of the mix. Remember how clean the air 9is in lockdown? Particulates from rubber tyres can be even worse than diesel and petrol fumes.

Economically, trams are very cheap to run and can provide a much better service.

Some European success stories.

Amsterdam

<https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3DWTWwXI7GnUo&data=04%7C01%7Cfuturechippenham%40wiltshire.gov.uk%7C219da70b1679462f197108d8d997cfc4%7C5546e75e3be14813b0ff26651ea2fe1>

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Amsterdam removal of 10,000 car park spaces

Ghent

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Nijmegen

[https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3DqjLZv3Y0CWM&data=04%7C01%7Cfuturechippenham%40wiltshire.gov.uk%7C219da70b1679462f197108d8d997cfc4%7C5546e75e3be14813b0ff26651ea2fe19%7C0%7C0%7C637498593715274436%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&data=VP8ifrQBtb3ao0jZA7kyse%2BhbiQj9kbZ5L08tUSZdBw%3D&reserved=0](https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3DSuboGpL3de4%26t%3D172s&data=04%7C01%7Cfuturechippenham%40wiltshire.gov.uk%7C219da70b1679462f197108d8d997cfc4%7C5546e75e3be14813b0ff26651ea2fe19%7C0%7C0%7C637498593715274436%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&data=VP8ifrQBtb3ao0jZA7kyse%2BhbiQj9kbZ5L08tUSZdBw%3D&reserved=0)

Oslo

<https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3DSuboGpL3de4%26t%3D172s&data=04%7C01%7Cfuturechippenham%40wiltshire.gov.uk%7C219da70b1679462f197108d8d997cfc4%7C5546e75e3be14813b0ff26651ea2fe19%7C0%7C0%7C637498593715274436%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&data=YRik5w8jH63yxk%2Btk4gJ0405QyMZUCemc2%2B3nT0jas8%3D&reserved=0>

Rotterdam Densification

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MSF 541

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
Chippenham/Pewsham has a beautiful countryside that has been imperative to mental health and wellbeing. To carve this us for a road would be awful.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Option A Outer Route is the only option that protects walking routes/countryside access. It also does not connect straight into Canal Road. This road is a speed trap at the current levels, it is dangerous particularly so close to the schools.
- Q9. 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.**
This route carves up to much of the countryside that is in regular use. I feel the council do not care.
- Q10. 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.**
This route is horrendous. This connecting into Canal Road with no traffic calming or crossing will turn it into a danger!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
None! This is a poorly designed proposal and should not happen.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

None! This is a poorly designed proposal and should not happen.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;Walking;

MSF 542

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Protecting hedgehogs, newts and bird life etc.;
- Q6. 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.**
No No To building the road / Save farm land and Pewsham.

This road will make so much traffic in the Pewsham area. It will be 'hell' to live here then!! The air pollution is bad in the Pewsham area and it is affecting dust and dirt pollution in my house, even though I am a few roads back from the A4 Calne Road. I am asthmatic, so not good at times!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Don't like any of the options.
Too disruptive to area, especially on outskirts of town, A350, right around the A4 to Calne and Pewsham area. Fields flood very often - why do developers want to build on a flood plain?
- Q9. 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.**
Don't like any of the options.

Too disruptive for area around Pewsham. Traffic chaos!? No to housing development. No decent bus links, and only one primary school and one secondary school in area. A few shops and a small Drs surgery in Pewsham. Why do developers want to build on fields that often flood?

Q10. 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.

Don't like any of the options.

Dreadful for Pewsham area. I moved here 15 months ago because I like the feeling of community and being close to the countryside. The A4 Calne - Bath Road is fine as it is. You know the busy times, so can avoid the road! Why create more disruption? Leave Chippenham alone! Traffic chaos?! Do not need any more houses, to line 'developers' profits.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

No to both link roads.

Too much loss of valuable farmland and countryside habitats. The whole of the historic area will be broken up. Some of the Wilts/Berkshire Canal has already disappeared. Housing developments taking over the area and no infrastructure in place to cope with increased population?

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

No to both link roads.

Too much loss of valuable farmland and countryside habitats. Save remaining section of Wilts/Berks

Canal. Historic area broken up and ruined. Housing developments taking over the area and no infrastructure in place to cope with incr

Q14. How do you travel to/from Chippenham town centre?

Car;Train;On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;shopping and banking facilities;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 543

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times; This road should not be built;
- Q6. 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.**
This road should not be built.

More effort should be made to address current level of populations and provide adequate roads for this (already too congested). Further housing expansion not necessary - the proposal excessive and therefore this road link not required.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bus;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 544

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;
- Q6. 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.**
It is important that the countryside is not destroyed by the work involved. We need to keep trees and open spaces available to stop pollution. Heritage sites should be protected.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
Option A is much longer and carves up more of the countryside.
- Q9. 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.**
Option B is more compact and straightforward.
- Q10. 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.**
Option C might damage access to the Stanley Sports Ground.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It needs to keep away from Mortimer's Wood as traffic fumes could damage the area.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
To visit shops, museums and churches;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;

MSF 545

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
No road is needed. All the above will be best protected by NOT having a road. If you really want o spend money on a road the only part where it could go is from A350 (south of Chippenham) to A4. This would ease traffic east to west.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road needed.
- Q9. 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.**
No road needed.
- Q10. 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.**
No road needed.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not required.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not required.

- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping, volunteering;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 546

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Preserving our quiet environmentally friendly area of natural beauty.;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
We most object to the outer route as it would impact our viage with traffic and pollution. Visual impact with the impending Eden Solar farm would put our village in a metro area of Chippenham which we do not want to be a part of. Animals and other wildlife would be greatly impacted leaving us a sterile metro city of concrete, tarmac and polution. Find other parts of Wiltshire to denagate. We will move out of the county if this goes ahead.
- Q9. 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.**
Do not want as it will lead to further expansion in our area.
- Q10. 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.**
Do not want as it will impact our area with pollution and wildlife impact.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Again, it will just lead to further gross impact on our environment. Why does Wiltshire not pursue housing development in old areas of the council that have infrastructure already?

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Again, it will just lead to further gross impact on our environment. Why does Wiltshire not pursue housing development in old areas of the council that have infrastructure already
- Q14. How do you travel to/from Chippenham town centre?**
Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
Occasional shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 547

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

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; Reducing 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;

Q6. 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.

An A4/A350 link road south of Chippenham would ease traffic through the town, this should be a southern bypass rather than an unnecessary housing estate access road.

This Consultation appears to be just a tick box exercise as the only options provided are a choice between 3 unsuitable options, there is no where to record that "NO ROAD" is the preferred answer.!

Destroying natural habitats and heritage just to build a road to allow further unnecessary housing whilst in a climate emergency in a staggeringly shortsighted and disappointing plan

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

All route options will destroy the local environment and have been "justified" by saying Chippenham needs an additional "unrealistic" number of new houses, which has no/very little local support. !

Who approved this selection of the 3 options and why is it only being consulted on after the funding has been agreed?!

It appears the we are being presented with a "FAIT ACCOMPLI" by Wiltshire Council to meet their own agenda at the expense of the Chippenham area.!

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, the plan is for a minor road to support additional housing with a proposed 30 mph speed

limit which will either become a "Rat Run" or have no beneficial impact on the existing traffic issues, but it will ruin local amenities, heritage sites and destroy wildlife habitats.

Q9. 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.

As option A answer

Q10. 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.

As option A answer

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Both routes will damage the the local wildlife corridor and country side amenities crossing the national cycleway, option 1 appears to be the most invasive

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Both routes will damage the the local wildlife corridor and country side amenities crossing thenational cycleway, option 1 appears to be the most invasive

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 548

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Protecting and enhancing biodiversity e.g. animal and plant habitats;Reducing air/noise pollution;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Climate change adaptation/mitigation;Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
Comments relating to Zone1:

Your summary options assessment report states that "Option C has the second largest impact on the environment due to it's proximity to Rowden Park conservation area and greater visual impact than option B due to its connection to the high ridge line at Lower Lodge Farm. Option B has the lowest overall impact on the environment, aligned lower in the landscape than option C which means it has a greater potential to be screened from existing views of the area. It is also located further from heritage assets at Rowden park than option C and further from heritage assets at Lackham College than option A".

Option C should be discounted and only routes connecting directly with the existing Lackham roundabout should be considered

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Lower visibility of this option with Middle route B
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 549

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
- Q6. 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 the houses are not built the link road is not necessary. We as locals do not want the development to go ahead and destroy our beautiful countryside.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 550

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Calne Community Neighbourhood Plan Steering Group
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
CCNP does not support any route;
- Q6. 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.**
It was agreed to advise Wiltshire Council that the CCNP Steering Group does not support any of the three route options being consulted as not being acceptable and ask Wiltshire Council to re-consider.

The group agreed to say that Wiltshire should focus on allocating 2,500 homes. Development to the east of Chippenham already permitted could address this growth.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
It was agreed to advise Wiltshire Council that the CCNP Steering Group does not support any of the three route options being consulted
- Q9. 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.**
It was agreed to advise Wiltshire Council that the CCNP Steering Group does not support any of the three route options being consulted
- Q10. 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.**
It was agreed to advise Wiltshire Council that the CCNP Steering Group does not support any of the three route options being consulted
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It was agreed to advise Wiltshire Council that the CCNP Steering Group does not support any of the three route options being consulted

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

It was agreed to advise Wiltshire Council that the CCNP Steering Group does not support any of the three route options being consulted

Q14. How do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 551

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Not doing it and destroying 100's of acres of countryside;
- Q6. 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.**
Chippenham is a small town. It doesn't need - and it certainly doesn't want 7500 new houses and therefore the destruction that comes with both of these.

We are not yet out of the pandemic (and we don't know the effects of Brexit) and it is completely the wrong time to be considering such wide scale development. Population movements and working from home are going to bring profound changes to the country and until it is clear what they will be you should keep your powder dry. There are going to be many brown field sites all across the country where office space is no longer required. That should be repurposed first.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 552

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation;Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Protecting River valleys;

Q6. 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.

Growth to the south of Chippenham will destroy the local countryside and impact the River Avon and River Marden Valleys. The destruction of open countryside is not mitigated by the benefit that the following development might bring. A new community on the edge of Chippenham will only add to congestions, traffic, air quality and prevent Wiltshire meeting a zero carbon target by 2030.

The proposed development would result in a permanent change in the character and use of the area, resulting in a change from agricultural use to urban development. The site is a rural gateway site on the edge of Chippenham. The development would harm the visual appearance and prevailing rural character in this edge of settlement context. It is not considered that the proposal would integrate effectively into the immediate setting and would have a harmful impact upon local landscape character.

Consequently the proposal is considered 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).

There is as greater emphasis given to veteran trees and ancient woodland in the NPPF. These trees are now effectively afforded the highest protection possible putting them on a par with our best-built heritage. Applications for sites where such trees are present will therefore need to be adequately front-loaded with protection and mitigation measures (paragraph 175 c). The routing of the road will destroy important landscape settings.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

I do not support any of the three options.

The road will enable development but will introduce congestion into the current bottlenecks in Chippenham. There are no new links to the town centre or railway station. Homes on both sides of a residential distributor road put users at risks. The plans fail to address impact on wider areas than the development zone.

Q9. 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.

I do not support any of the three options

The road will enable development but will introduce congestion into the current bottlenecks in Chippenham. There are no new links to the town centre or railway station. Homes on both sides of a residential distributor road put users at risks. The plans fail to address impact on wider areas than the development zone.

Q10. 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.

I do not support any of the three options.

The road will enable development but will introduce congestion into the current bottlenecks in Chippenham. There are no new links to the town centre or railway station. Homes on both sides of a residential distributor road put users at risks. The plans fail to address impact on wider areas than the development zone.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I do not support the growth to the south of Chippenham as it will fail the environment and impact all residents of Chippenham.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I do not support the growth to the south of Chippenham as it will fail the environment and impact all residents of Chippenham.

Q14. How do you travel to/from Chippenham town centre?

Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;Walking;

MSF 553

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
- Q6. 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.**
"No road option" was not provided. The schemes are merely not proposals to reduce traffic congestion in the town but to provide access to develop adjacent land .I understand when the Chippenham flood prevention was instigated in the late 1960's the land upriver of the town centre was designated as catchment area to limit direct run off into the river and increasing the potential flooding down stream . Recent prolonged heavy rain over the recent winter has resulted in flooding of low level pasture land near Hardens Farm and very high water levels in the river around the town and below the weir. Any of the road schemes and proceeding large scale development of the land will result in water run off increasing considerably instead of being slowly released in to the river.

In times when so much of our food is imported should not the council be looking at maintaining and investing in its farms and not looking for " other uses " for the properties.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
No road option not provided
- Q9. 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.**
No road option not provided
- Q10. 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.**
No road option no provided

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 554

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
- Q6. 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.**
How can this be a consultation and how can this be called democracy when the only options you give to respond are to approve your desire to build a road?

No road should be built in Chippenham - it is not justified in any way. The changes to working practices in a post-COVID world mean many more will be working from home. Both myself and my partner will no longer be commuting to work having both driven separately everyday in the past. Even a small change in commuting utterly destroys the argument for a new road.

The road is totally at odds with Wiltshire's declaration of a climate emergency. The council should be encouraging public transport not building roads and telling people to jump in their cars.

The road is a carving up valuable, unspoilt countryside, vital in combatting climate change. Why should tax payer money be spent on a scheme that cannot be justified? It looks suspiciously like this road is solely for the purpose of building an unexplained and unjustified number of homes - why is taxpayers money subsidising housebuilders profits?
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**

- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 555

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
We need more affordable homes and these options provide a good starting point. I would prefer the inner route as it keeps the majority of traffic nearer the conurbation.

We must make sure we don't end up with another "moat" like the western bypass making it difficult for local people to venture into the countryside easily and safely
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
This route is too far into the surrounding countryside, it would be better to keep traffic closer to the people who use the town and keep the countryside quiet.
- Q9. 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.**
This is ok slightly better than A but still invading the quiet countryside
- Q10. 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.**
I would prefer the inner route as it keeps the majority of traffic nearer the conurbation. This option is the best of all three and with careful design will promote growth and preserve the countryside
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 556

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
n/a
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Option D - No road
- Q9. 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.**
Option D- No road
- Q10. 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.**
Option D - no road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
With Option D - no road, the Pewsham link road is not necessary
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
With Option D - no road, the Pewsham link road is not necessary
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

To go to the shops in the centres;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 557

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
not applicable
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;Protecting and enhancing biodiversity e.g. animal and plant habitats;Reducing air/noise pollution;
- Q6. 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.**
NO ROAD IS MY PREFERRED OPTION,
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
NO ROAD IS MY PREFERRED OPTION,
- Q9. 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.**
NO ROAD IS MY PREFERRED OPTION,
- Q10. 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.**
NO ROAD IS MY PREFERRED OPTION,
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO ROAD IS MY PREFERRED OPTION,
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NO ROAD IS MY PREFERRED OPTION,

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 558

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; PRESERVING THE MARDEN AND AVON VALLEYS FROM UNWANTED CONSTRUCTION, DO NOT BUILD ANY OF IT!!!;
- Q6. 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.**
The new roads are not needed, they are obviously just a con to set a new boundary to rebuild houses inside. Totally unnecessary. All we need is a short link road south of the court house roundabout to Lackham, nothing else is needed. Do not justify destroying countryside for house building by saying it is needed to reduce pollution, ridiculous lies.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
DO NOT BUILD ANY OF THESE OPTIONS, NONE ARE NEEDED.
- Q9. 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.**
DO NOT BUILD ANY OF THESE OPTIONS, NONE ARE NEEDED.
- Q10. 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.**
DO NOT BUILD ANY OF THESE OPTIONS, NONE ARE NEEDED.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
DO NOT BUILD ANY OF THESE OPTIONS, NONE ARE NEEDED.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

DO NOT BUILD ANY OF THESE OPTIONS, NONE ARE NEEDED.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 559

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Preserving and protecting heritage assets;
- Q6. 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.**
Consider whether there are alternatives to this distributor road especially with COVID-19 and more people working from home now and in the future. Do we really need it. Also, consider using the monies to improve the infrastructure we have now and not just build more roads.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
The Outer route Option A should have the Pewsham Link Road Option 1 leading off of it and should be in Zone 1.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The Outer route Option A should have the Pewsham Link Road Option 1 leading off of it and should be in Zone 1.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Getting children to school. Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;Taxi;

Our daughter started at Sheldon school this year in Year 7 and catches the school bus, which is a wonderful community facility, but when she is brought back from school she is dropped off on the opposite side of the road where there is no pedestrian crossing and has to cross this very dangerous road (B4528).

The proposed distributor road is very concerning due to the impact it will have on the setting of multiple neighbouring heritage sites, not least it's impact on the listed buildings of Showell Farm.

In the preferences above I also answered 'Other', as it is really important now more than ever to invest in innovative ways to develop our future communities, the planet cannot sustain us simply continuing to develop our landscapes with infrastructure intensive development, we need to be developing new ways to coexist with greater investment in carbon neutral infrastructure with an emphasis on enabling remote working, such as reliable internet access throughout urban and rural communities. The current pandemic crisis is making this need all the more evident.

Q7. Please rank the three potential road route options into order of preference.

Option B - Middle route; Option A - Outer route ; Option C - Inner route;

Q8. 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.

Whilst I strongly object to the proposal for a new distribution road out of the three options Option A appears to have significant impact on the environment.

However, it does at least make use of the existing Lackham roundabout rather than proposing an additional one at Showell Farm as proposed in Option C (Zone 1). Significant and substantial mitigating measures would have to be included as part of any further development of the proposal to combat the environmental impact of the road, impact on local views and the impact on the setting of multiple heritage sites along the route (All Zones), particularly the listed buildings of Showell Farm (Zone 1). Dense woodland screening and significant areas of landscaping rich in biodiversity would be required to preserve the heritage setting as suggested in the Planning for Chippenham landscaping plan (All zones and particularly Zone 1) Landscaping mitigating measures are essential for this option with it being so prominent within the landscape. (All zones)

Q9. 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.

Whilst I strongly object to the proposal for a new distribution road out of the three options Option B appears to have the lowest overall impact on the environment.

This option also makes use of the existing Lackham roundabout rather than proposing an additional one at Showell Farm as proposed in Option C (Zone 1).

However significant and substantial mitigating measures would have to be included as part of any further development of the proposal to combat the environmental impact of the road, impact on local views and the impact on the setting of multiple heritage sites along the route (All Zones), particularly the listed buildings of Showell Farm (Zone 1). Dense woodland screening and significant areas of landscaping rich in biodiversity would be required to preserve the heritage setting as suggested in the Planning for Chippenham landscaping plan.

Landscaping mitigating measures are essential for this option with it having such an impact on the landscape. (All zones)

Q10. 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.

Whilst I strongly object to the proposal for a new distribution road out of the three options Option C has many unacceptable aspects, particularly at the western end where a new round about is proposed which would have a detrimental impact on the setting of the listed buildings at Showell Farm (Zone1). Option C also has the second largest impact on the environment due to its proximity to Rowden Park conservation area and significant visual impact due to its connection to the high ridge line at Lower Lodge Farm, all of which make it totally unacceptable.

I strongly object to the inner road proposal that proposes a new roundabout immediately adjacent to Showell Farm, a mere 0.1miles away from the existing significant Lackham roundabout on the A350 and it is nonsensical that such a proposal would have been considered appropriate to put forward for public consultation. If Option C is to be considered at all it should start from the Lackham round about as demonstrated in Option A and B. (Zone 1)

The listed buildings of Showell Farm already suffer from the impact of the A350 and the Lackham roundabout and any proposed development in the area should look to protect not worsen the impact on these heritage buildings and the communities that live within Showell. (Zone 1)

To introduce a new roundabout so close to the existing Lackham roundabout with the detrimental impact it would have on the listed buildings of Showell Farm and on the hamlet of Showell as a whole is truly unacceptable as a proposal. It is concerning that negotiations with landowners has driven the decision to include this within the consultation. For a proposal that has such significant environmental impact, the fundamentals of the proposal as a whole have to be founded on achieving the best outcome environmentally. (Zone 1)

The B4528 is already a very busy road that is problematic for local residents, having the western junction on the B4528 adds an additional junction and road for vehicles using the distributor road. (Zone 1)

If the planned river crossing is key then the western end of Option C could simply be re-located to the Lackham roundabout.(Zone 1)

It is disingenuous for the 'Cultural heritage' section of 'Connecting our Communities' brochure to state 'All of the route options presented for public consultation avoid direct conflict with heritage assets'. Option C blatantly impacts negatively on the heritage listed properties of Showell Farm where the western end of the road starts almost opposite the three listed properties. (Zone 1)

It is not only the listed heritage status of the buildings that should be considered worth preserving but their setting in the Wiltshire Countryside. This is something that previous Local Plans, planning applications and the 1990s call-in by the Secretary of State have acknowledged and it is very disappointing that in the current context of a climate crisis that greater importance is not being put on this. To add a road junction on the B4528 so close to the Showell Farm site would have a fundamental impact on their setting and their relationship with their surrounding hinterland. (Zone 1)

The location of the western end of the road on the B4528 is in total contradiction with the Draft Green and Blue Infrastructure Plan in the Wiltshire Council Local Plan –

Planning for Chippenham. In this document the proposed road route logically starts at the Lackham roundabout enabling a carefully considered area of land to be preserved for, 'Heritage setting and GW flooding'. The only option for the start of the western end of the road that should be considered is where it starts at the Lackham Roundabout and Option C should be amended to illustrate this so that it follows the same logic demonstrated in Option A and B. If Option C is to be progressed further public consultation would be needed with greater consideration and thought being given to this sensitive area of the route. (Zone 1)

- Even the Site Selection Report for Chippenham for the Wiltshire Council Site Selection (January 2021) identifies the impact of development around Showell Farm (Zone 1) and acknowledges the importance of its setting which Option C disregards. The report states, 'The site is very exposed to views from the A350 which would require significant mitigation in order not to detract from the predominantly rural setting and middle distant broken views of the hills beyond. Showell Farm is a large multi yard farmstead with good survival of significant buildings. If this site were developed, in combination with sites 473 and 726994 sites development wrap around farmstead causing complete loss of setting. Farmsteads have a fundamental relationship with their surrounding hinterland and mitigation likely to be very difficult'.

- Views of the Chippenham townscape become visible from the Lackham roundabout when travelling north on the A350 from Lacock. In the Wiltshire Council Local Plan, Draft Green and Blue Infrastructure Plan the view is of the town set against a foreground of Wiltshire countryside. With an Option C start to the distributor road at Showell Farm this view would be dominated by the proposed road junction and road from the B4528. (Zone 1)

As a local resident of Showell living in one of the three listed buildings at Showell Farm I am deeply concerned at the apparent lack of consideration for the importance of preserving the setting for these significant heritage buildings. I am also deeply concerned that within the current climate crisis proposals such as this distributor road are still being considered without a complete environmental review to ensure that we start to make positive change in the way we develop so that we can make significant reductions in our carbon footprints and invest in truly carbon neutral development for the benefit of all.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 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.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.
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.

Q14. How do you travel to/from Chippenham town centre?
Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 561

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
This bypass is a terrible idea. I find it shocking that a development that would go directly behind my home was not brought to my attention by Wiltshire Council. I only discovered that this was happening when I by chance saw it in the newspaper. How can you can it a consultation when you have not alerted residents? Or asked the people of Chippenham if they want a road before seeking funding from the Government, a bid that most likely included details suggesting a local desire for this road. The farmland behind hardens mead is flood plain. Even though only some fields are considered as such, the higher fields act as drainage for the whole of Hardens Mead. Our gardens already flood in the winter, any road will bring new development and the potential for building on the land, leading to increased flooding. It is obvious why this proposal is going forward as you wish to develop the land and need a road in order to do this (previous planning proposals were rejected because there was no road and the land has now been included in the development plan.). I oppose any road option that is unnecessary, unwanted and leads to an increase in development, pollution and harms the local habitat. What you seem unable to understand is that people live in Chippenham because it is a market town and it has the feel of village life, being so close to open farm land. The constant development is robbing the town of any charm it had. When you consider that in the next few years most people will continue working from home, that existing bypasses haven't really helped connection in Chippenham, really what is the point of another road? One would argue the purpose is so that you can meet the governments building target. Protect wildlife, stop climate change, don't build this road!
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;

- Q8. 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.**
 You have given no option for no road. This is an appalling way to design a survey and clearly done to skew the result. I do not want any of the options. We live in zone 4, any development will harm wildlife massively as it will of course enable development of the land.
- Q9. 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.**
 I oppose this route as well. Please see comments above.
- Q10. 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.**
 I oppose this route as well, please see comments above.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
 Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
 This is a terrible idea! There is a lovely cycle path tracking a brook here and any link road would destroy this as well as increasing traffic in Pewsham at this point. We regularly walk here as a family, my 2 year old loves it. A link road would destroy valuable habitat.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
 I oppose this link road as well. Traffic in Pewsham is not so terrible that this is needed. I have lived in or around Pewsham for 31 years and never minded going through avenue la flèche to get to the other side of the town, I have never felt the need for a faster route. This is a waste of money and will massively harm wildlife.
- Q14. How do you travel to/from Chippenham town centre?**
 On foot;Bicycle;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
 As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
 Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
 Bicycle;Walking;

MSF 562

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
All zones. I refer the UK State of Nature Reports 2017 & 2019:

"Populations of the UK's most important wildlife have plummeted by an average of 60% since 1970, according to the most comprehensive analysis to date."

"The losses mirror the global annihilation of wildlife, which scientists suggest is the start of the sixth mass extinction on Earth and is undermining the natural life-support systems that humanity relies on for air, water and food."

The causes of the losses include the destruction of habitats for roads & houses. All the planned routes cut across some of the most fantastic areas of peace and beauty. There are few places around Chippenham where you can truly remove yourself from the noise of traffic and the pollution it brings, and be placed in the fields and hedgerows populated by birds, insects, butterflies and small animals.

There are many people in Chippenham who come to the old railway line and at some point deviate from the cycle way, to walk in different directions, whether it be to Mauds Heath Causeway, up towards the Dumb Post at Bremhill, or otherwise. All routes would be impacted by the planned roads.

Having taken away the paradise at Birds Marsh Wood, it seems the Council and the developers are plotting the demise of an even more land for human motives, not least money!

I oppose all routes. Please leave this area alone.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
NO ROAD - This is a disgrace!

- Q9. 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.**
NO ROAD - This is a disgrace!
- Q10. 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.**
NO ROAD - This is a disgrace!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO ROAD - This is a disgrace!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NO ROAD - This is a disgrace!
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 563

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Cottage Farm, Lower Lodge, Chippenham
- Q3. Which age bracket do you fall into?**
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Productive farm land; People's livelihoods;
- Q6. 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.**
It's an area of outstanding natural countryside and productive farm land to provide food for the country. It will have a massive impact on the local area and become less attractive to the environment and affect the areas of countryside which will be reduced considerably and irreversibly.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Still undesirable.
- Q9. 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.**
Still undesirable as stated in question 10. undesirable as it runs straight through the middle of our farm located at Lower Lodge which will mean relocating our business if at all possible. An enormous cost for our family which has farmed here for 100 years. An enormous impact on our business (dairy farm) future!!! This goes straight through our garden and farm buildings.
- Q10. 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.**
Option C is undesirable as it runs straight through the middle of our farm located at Lower Lodge which will mean relocating our business if at all possible. An enormous cost for our family which has farmed here for 100 years. An enormous impact on our

business (dairy farm) future!!! This goes straight through our garden and farm buildings.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Neither!

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

neither!

Q14. How do you travel to/from Chippenham town centre?

Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

for essentials;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 564

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;

Q6. 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.

Of paramount importance is the need to think differently about transport and transportation on a national level. We cannot just carry on as we have been. We have to make radical changes to our whole infrastructure and way of life if we are to survive as a species.

The idea that this relief road will help us in the future to becoming more "self sufficient" as a community is nonsense. We are interdependent on global systems at the moment and so it isn't possible to be "self sufficient". But we can start thinking about reducing the need for commuting to places via the M4, which makes the need for another link from south to north for the A350 on the southern and eastern side of Chippenham unnecessary.

As for housing, isn't the building of this road just another line on the map for planners to infill with developments? There are no new developments in this area which stand out as examples of good design, of environments which offer residents enjoyable spaces in which to live. House designs are the same as developments from any region of the country. Tiny spaces crammed together with no proper gardens or green spaces for children to play or the community to meet. No small corner shops, new schools, community halls, places of worship, medical centres and no thought at all about cars... The narrow roads in the local development close to where I live are congested with parked cars on both sides of the road, despite double yellow lines. And to cap it all Wiltshire Council say the roads are not built to a good enough specification for them to grit in the winter. There are tight bends on a steep slope which makes negotiating the roads in cold weather very dangerous.

Is it more of the same that the Council has in mind? I fear so because there is no evidence that I am aware of that higher standards of building and design exist anywhere locally. Neither is there evidence of real concern for the local countryside or

environment. The fields close to my home have been purchased by a developer to create a "country park". For several years now this land has been left unmanaged. During lockdown people have swarmed into this area. There is a huge explosion of litter and dog poo bags with no one taking responsibility for clearing this. People park where signs clearly state "no parking" there have been reports of anti-social behaviour including fires and illegal gatherings. Who is looking after the needs of local residents here? It seems the Council is happy for "development" to take place, but wash their hands of overseeing standards of building and management of these developments. It doesn't give any confidence in any planning as we are likely to be getting more of the same.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

I do not think any of the proposed options should go ahead. I do not think the town can cope with more housing built in these areas as the congestion will increase. There is no heart or soul to the town as it is. Building around the edge of it will not help.

It seems that these ideas were hatched pre-pandemic. If nothing else the threat of global warming and the current pandemic have proved that it is necessary to have a radical re-think about how we all live and work. With more people working from home, where do Wiltshire Council propose more businesses will be located and what sort of employment to they envisage? Coronavirus is not going away. We have to think of new ways of managing for this reason, and for the most pressing reason of all: climate change, and the risk to human life if we don't stop our current trajectory.

Housing is a huge issue, but I am not convinced that building in the current fashion is the answer. "Affordable housing" simply isn't! So many of us are forced to rent privately because of the eligibility criteria for social housing. Many of us work for the minimum wage and have no hope of ever getting on the housing ladder, when young or older. Many of us live alone. Why should single people be expected to live in flats without gardens and access to a private green space in which to grow food, flowers or simply be in nature?

What can we do differently with the empty shops and commercial properties which are left post-pandemic? Could there not be the opportunity to make our High Street a mixture of housing and other amenities especially for people who may not be able to drive, or afford a car? Why not create a network of cycle routes away from the main roads. Maybe more people would cycle in to town if they were not at such risk of being mown down by lorries and 4x4s. People with mobility scooters and families with prams and buggies would be able to walk more safely with more pedestrian routes around town, away from the noise and pollution of the roads. Let us focus on how to live without cars and the need to drive everywhere. Why can't we put more freight on the railways, why does transport infrastructure have to be focused on road building?

Is it just because the government are offering £75 million that we are following like lemmings off the edge of the cliff? Surely Wiltshire has enough talent and imagination to think differently?

It is a grave concern that this seems driven by the evidence of a survey of just 75 people in 2019! Here we are in 2021 a few days before the end of a "consultation period" which was "announced" apparently in January 2021....To whom? A vigilant

neighbour happened to read something about it all a few days ago. We are in the middle of a lockdown when no public meetings can be held. There may have been "webinars" but how were they advertised? Are Wiltshire Council hoping that no-one will notice? It seems suspiciously like it. As with the developments locally to where I live. Locals objected to the plans but they went ahead anyway. We are the ones who have to live with the consequences and the Council do not seem to be interested in the problems, social and environmental, which have been created by their decisions.

Q9. 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.

see above

We need to value our agricultural land and respect the river valley. More development around Chippenham will inevitably result in more run-off from ground which has been made into hard surfaces. The fields currently absorb a lot of the rain. We need to be thinking about how to minimise the risk of flooding for the future. Further development in the river valley only increases that risk. Creating another concrete barrier on the south and eastern edge of the town reduces the number of wetland birds and other species which need the watermeadows for feeding in winter and breeding in the spring.

Current developments show no evidence of significant environmental considerations. For example re-wilding projects, replanting woodland, wetland management, wildflower meadows, sound barriers to protect houses from the noise of traffic.

Q10. 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.

see above

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

see above

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

see above

The answers to questions 14,15, 16 and 17 are variable. I live and work within walking distance of the town centre. I prefer to walk or cycle for both. I use the car if I have something heavy to carry or collect, or if I am going to be out late in the evening.

Recent events in the fields close to my home have left me feeling less safe, especially in the dark months of the year. So for the winter months I have driven to work and home again. I work shifts and so either travel to work or from work in the dark. The answer is not to light the lane where I live, but for there to be less anti-social behaviour in the fields. I do not know who is responsible for managing and maintaining public safety as the "country park" seems a long time coming. And when it does arrive I can only think that public access to this area will increase.

I have seen drug dealers out in broad daylight, people sleeping rough, and evidence of illegal gatherings and fires. Even in my car I have been shouted and sworn at by a group of young people who did not want to let my pass to get home. What sort of town do the Council think they want?

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

please see above;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 565

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Not building it at all as it is incompatible with UK climate change legislation;
- Q6. 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.**
The whole development is completely unsustainable. It destroys vital natural habitat and carbon sinks; it creates a new settlement that will increase car usage significantly due to the need for out-commuting; the houses are not required to be built to zero carbon standards so will need to be retrofitted at much greater expense than building them properly in the first place.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
None of the routes are acceptable on climate change grounds
- Q9. 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.**
None of the routes are acceptable on climate change grounds
- Q10. 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.**
None of the routes are acceptable on climate change grounds
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This should not be built either, on climate change grounds

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

This should not be built either, on climate change grounds

Q14. How do you travel to/from Chippenham town centre?

Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 566

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
The Friends of the Marden Valley
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Maintaining green spaces for health, and exercise.;
- Q6. 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.**
Borrowing from a recent refusal, 20/06684/OUT of a planning application to build at Chilvester Hill just outside Calne, signed by ■■■■■ I quote "The proposed development would result in a permanent change in the character and use of the site and immediate area". Please check that judgment.

■■■■■ also cites Core Policies 51(2 and 3) Landscape and Policies BE 1 and BE 2.

I think that judgement can be used against the imposition of the vast housing numbers proposed for the south and east of Chippenham, with this very, very destructive road..
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
No road
- Q9. 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.**
No road
- Q10. 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.**
No road

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 567

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
National Trust
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Avoiding any impacts on flooding or water quality downstream;
- Q6. 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.**
- From a National Trust perspective, climate change is the single biggest threat to the precious landscapes and historic houses we care for, so we would want tackling climate change (and minimising environmental impact) to be key to the decision-making.
 - From the perspective of our custodianship of important cultural and heritage assets at Lacock, a short distance to the south of Chippenham, we would want any new road infrastructure to 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.
 - As Lacock is susceptible to flooding, any new road should avoid increasing the speed or volume of runoff into the River Avon; and avoid any decrease in the water quality.
 - We would like to see improved off-road/safe walking and cycling routes from Chippenham rail station to Lacock
 - Finally, we would encourage the council to consider using a biodiversity net gain approach for any new road scheme.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;

- Q8. 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.**
Zone 1 (nearest to A350 Lackham roundabout) – We are concerned that this route would kink south from Lackham roundabout onto higher ground, and would prefer a route that headed straight east.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 568

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing 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; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
I don't believe there is a strong case for a distributor road at all (other than to provide a road link for the development of 7500 houses which no-one in Chippenham wants) and am concerned about the impact this will have on the local environment.
- Q9. 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.**
I don't believe there is a strong case for a distributor road at all (other than to provide a road link for the development of 7500 houses which no-one in Chippenham wants) and am concerned about the impact this will have on the local environment.
- Q10. 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.**
I don't believe there is a strong case for a distributor road at all (other than to provide a road link for the development of 7500 houses which no-one in Chippenham wants) and am concerned about the impact this will have on the local environment. However, option C would look to have the least environmental impact of the 3.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;Train;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Train;

MSF 569

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;Make the Bridges iconic ;
- Q6. 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.**
So often on a bypass you have a concrete structure with box steel guard rails. I would love to see some stone viaducts, suspensions bridge, modern cable stayed designs. Something that looks like time and effort went into building not just a elevated bit of road. A design that from road people will say I drove through Chippenham you know the bit with the xxxxxxxx bridge.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
Too far away from other routes
- Q9. 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.**
I like this route as the environmental impacts are important to me.
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 570

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution; Protecting beautiful Wiltshire and the rural areas;
- Q6. 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.**
I am extremely concerned about the range and scope of housing development planned for Chippenham and environs. Given extensive housing development in the County already I think the proposal for 7,500 extra homes near Chippenham is completely unnecessary. Should there not be some protection of rural villages and surrounding countryside from merging with larger towns? A number of people have mentioned desiring to move out of this area if the pace of this continues.

I believe Pewsham has around 1,500 homes and the plan for 7,500 new homes adds 5 Pewsham size developments with all the concomitant demands and pollution this brings from extra transport etc. How to meet net zero by 2030/5 given all of this?
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Your questionnaire does not permit one to say I do not support the road at all. Why if this is a consultation. Why the forced choice.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;

MSF 571

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
No
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting the mental health of the residents;
- Q6. 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.**
Wiltshire Council should prioritise the protection of the rural amenities for the benefit of existing residents. This road proposal and associated housing will turn Chippenham into an urban sprawl to the detriment of the current residents and the town as a whole. It will add to the physical and mental stress and destroy the reason why people live in Chippenham.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I do not approve of this development.
- Q9. 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.**
I do not approve of this development.
- Q10. 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.**
I do not approve of this development.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I do not approve of the development.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I do not approve of this development.

Q14. How do you travel to/from Chippenham town centre?

Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For occasional shopping;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 572

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████████
- Q5. 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?**
Preserving everything that is currently there;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 573

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
How will the new road cross Stanley Lane? I would prefer to see a bridge or tunnel as any kind of junction would spell the end for the Chippenham Half Marathon.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Comparison Zone 3; how will the road cross Stanley Lane? I don't think there should be any kind of junction and through access should be provided along Stanley Lane, eg via bridge or tunnel.
- Q9. 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.**
Comparison Zone 3; how will the road cross Stanley Lane? I don't think there should be any kind of junction and through access should be provided along Stanley Lane, eg via bridge or tunnel.
- Q10. 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.**
Comparison Zone 3; how will the road cross Stanley Lane? I don't think there should be any kind of junction and through access should be provided along Stanley Lane, eg via bridge or tunnel.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 574

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
Against all 3 road options proposed following HIF Grant. GDA with Homes England to secure funding for 7,500 homes "to be supported by local neighbourhood services and employment opportunities" will be detrimental to existing residents of Chippenham. With such a huge number of homes population of Chippenham to increase by at least 15,000 amounting to a growth of 30% by 2036. Vehicles will increase at the same staggering rate. A distribution road cannot alleviate the current rush hour situation experienced at well known congestion points. Existing roundabouts close to Morrisons Supermarket, Bumpers Farm, McDonalds, Lackham can expect increased volume of vehicles. Railway Station vehicle access will increase at Station Hill. The new proposed roundabout, be it either option A, B or C on the London Road A4 will only move congestion from Pewsham roundabout a short distance further along A4. With the HIF Grant of £75 million towards the cost of a distribution road and remaining costs to be met by "Unknown" the residents of Chippenham are right to object to this plan. In the current climate to pursue such a project is questionable.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**

Q10. 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.

ZONE 3

As recently retired homeowners of 1 Spires View Cottages, London Road, Pewsham, proposed Option C would have a detrimental impact on our quality of life with this road so close to our house, We are very concerned about excavations and construction right on our boundary.

Another cause for concern is the Stanley Park Football facility which as a local amenity many would not wish to lose. Wildlife, flora and fauna would also be much affected by Option C. Crested Newts habitat in the pond on our boundary would be affected. A badgers sett to the rear of our neighbours property, deer, owls, Canada geese, and many more wild birds would be affected.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?
Car;Bicycle;On foot;Bus;

Q15. Why do you travel to/from Chippenham town centre?
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;Bus;Walking;Bicycle;

MSF 575

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
None, leave as is and dont ruin the country side.
- Q9. 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.**
None, leave as is and dont ruin the country side.
- Q10. 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.**
None, leave as is and dont ruin the country side.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
None, leave as is and dont ruin the country side.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
None, leave as is and dont ruin the country side.
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bicycle; On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 576

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
The new road will destroy valuable land around Chippenham and lead to a rapid increase in town size that cannot be sustained by the town centre and amenities. Valuable and irreplaceable green areas will be destroyed for future generations. The town does not need to enlarge and already has a disproportionate amount of new build sites for its current amenities and town centre.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
The town should not accept this option.
- Q9. 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.**
The town should not accept this option.
- Q10. 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.**
The town should not accept this option.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The town should not accept this option.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

The town should not accept this option.

Q14. How do you travel to/from Chippenham town centre?

Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 577

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
Any of these routes would be disastrous for Chippenham, nature habitats will be destroyed, flooding will be out of control, light and air pollution will be greater due to loss of green fields & trees and greater number of cars. Do we really need so many houses as predicted? People are not commuting as much now as prior to Covid, so houses will not be required, as there certainly won't be enough local jobs to fulfill the extra population. A plan this size will totally change the face of Chippenham as a market town and look more like Swindon, which we all know is a hideous sprawling gigantic faceless housing estate. SO NO TO ANY OF THE ROAD ROUTE OPTIONS!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 578

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
- Q6. 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.**
No road at all is preferred option. Destroying important countryside and much loved and used cycle paths will not benefit the people of Chippenham now, or in the future. Profiting developers is in no-ones interests but their own. The roads proposed will only benefit those in the new estates.

The empty promise of carbon free by the government cannot be met with projects like this going on. Already important wildlife and marshland has been stripped to build houses which largely remain unoccupied. Many of these are still being built and there cannot be a need for thousands more homes in this area.

No road!!!
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Do not want any route
- Q9. 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.**
Do not want any route
- Q10. 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.**
Do not want any route
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 579

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
I'd like to state that I don't agree with the housing development full stop. A route with the smallest impact on the environment is preferred.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I don't want to vote on either options.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I don't want to vote on either options.
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 580

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
This is not a preferred option. This is not a relief road but a distributor road so not set to relief traffic. A350 was recently dualled relieving traffic congestion. This goes against the climate emergency pledge to be carbon neutral by 2030. Please invest this money in protecting the environment and working towards the pledge.
- Q9. 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.**
This is not a preferred option. This is not a relief road but a distributor road so not set to relief traffic. A350 was recently dualled relieving traffic congestion. This goes against the climate emergency pledge to be carbon neutral by 2030. Please invest this money in protecting the environment and working towards the pledge.
- Q10. 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.**
This is not a preferred option. This is not a relief road but a distributor road so not set to relief traffic. A350 was recently dualled relieving traffic congestion. This goes against the climate emergency pledge to be carbon neutral by 2030. Please invest this money in protecting the environment and working towards the pledge.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

This is not a preferred option. This is not a relief road but a distributor road so not set to relief traffic. A350 was recently dualled relieving traffic congestion. This goes against the climate emergency pledge to be carbon neutral by 2030. Please invest this money in protecting the environment and working towards the pledge.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

This is not a preferred option. This is not a relief road but a distributor road so not set to relief traffic. A350 was recently dualled relieving traffic congestion. This goes against the climate emergency pledge to be carbon neutral by 2030. Please invest this money in protecting the environment and working towards the pledge.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Access to Monkton Park and shops;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bus;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 581

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
None of these options should happen. You are going to destroy beautiful countryside unnecessarily.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
This should not happen
- Q9. 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.**
This should not happen
- Q10. 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.**
This should not happen
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This should not happen
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
This should not happen

Q14. How do you travel to/from Chippenham town centre?

Car;Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 582

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■

Q5. 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?

Q6. 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.

These roads are unnecessary and will clearly add to congestion and pollution in Chippenham and surrounding communities. This road is not a bypass and is being used to create opportunities for developers which appear excessive. Further development in the Avon Valley should be opposed.

A town that declared a climate emergency in 2019 should not be building more roads, especially to build houses which in proposed number will increase traffic by thousands of vehicles.

This is poor use of tax payers money, funding rural habitat destruction, increased congestion, air pollution and light pollution. The rural setting of Chippenham and surrounding communities will irrevocably altered by this destructive plan.

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route; Option B - Middle route; Option A - Outer route ;

Q8. 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.

This road is unnecessary and should not be built.

These roads are unnecessary and will clearly add to congestion and pollution in Chippenham and surrounding communities. This road is not a bypass and is being used to create opportunities for developers which appear excessive. Further development in the Avon Valley should be opposed.

A town that declared a climate emergency in 2019 should not be building more roads, especially to build houses which in proposed number will increase traffic by thousands of vehicles.

This is poor use of tax payers money, funding rural habitat destruction, increased congestion, air pollution and light pollution. The rural setting of Chippenham and surrounding communities will irrevocably altered by this destructive plan.

- Q9. 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.**

This road is unnecessary and should not be built.

These roads are unnecessary and will clearly add to congestion and pollution in Chippenham and surrounding communities. This road is not a bypass and is being used to create opportunities for developers which appear excessive. Further development in the Avon Valley should be opposed.

A town that declared a climate emergency in 2019 should not be building more roads, especially to build houses which in proposed number will increase traffic by thousands of vehicles.

This is poor use of tax payers money, funding rural habitat destruction, increased congestion, air pollution and light pollution. The rural setting of Chippenham and surrounding communities will irrevocably altered by this destructive plan.

- Q10. 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.**

This road is unnecessary and should not be built.

These roads are unnecessary and will clearly add to congestion and pollution in Chippenham and surrounding communities. This road is not a bypass and is being used to create opportunities for developers which appear excessive. Further development in the Avon Valley should be opposed.

A town that declared a climate emergency in 2019 should not be building more roads, especially to build houses which in proposed number will increase traffic by thousands of vehicles.

This is poor use of tax payers money, funding rural habitat destruction, increased congestion, air pollution and light pollution. The rural setting of Chippenham and surrounding communities will irrevocably altered by this destructive plan.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

These are unnecessary as the road they link to should not be built.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

These are unnecessary as the road they link to should not be built.

- Q14. How do you travel to/from Chippenham town centre?**

Bicycle;Bus;Car;On foot;

- Q15. Why do you travel to/from Chippenham town centre?**

For leisure/social engagements;Shopping ;

- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**

Bicycle;Bus;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Bus;Bicycle;Walking;

MSF 583

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Wiltshire council should not be consulting on this road before the housing has planning granted. This is a cynical 'land grab' and route around planning issues.;

Q6. 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.

This development is unnecessary and the concreting over of the land between Calne and Chippenham is unenvironmental and the need for the housing (which this route is merely a route to) has not been proven. This plan will worsen congestion, light pollution, noise pollution and air pollution not only for Chippenham, but also the surrounding villages. This is not an appropriate use of tax payers money and feels much more like a land grab to cynically avoid planning law. Please consider the effect on the environment and the mental health and well being of rural life. I am saying NO to the road.

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route;Option B - Middle route;Option A - Outer route ;

Q8. 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.

There should be a fourth option of NO ROAD. See my reasons in box 6 (copied below for ease).

This development is unnecessary and the concreting over of the land between Calne and Chippenham is unenvironmental and the need for the housing (which this route is merely a route to) has not been proven. This plan will worsen congestion, light pollution, noise pollution and air pollution not only for Chippenham, but also the surrounding villages. This is not an appropriate use of tax payers money and feels much more like a land grab to cynically avoid planning law. Please consider the effect on the environment and the mental health and well being of rural life. I am saying NO to the road.

Q9. 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.

There should be a fourth option of NO ROAD. See my reasons in box 6 (copied below for ease).

This development is unnecessary and the concreting over of the land between Calne and Chippenham is unenvironmental and the need for the housing (which this route is merely a route to) has not been proven. This plan will worsen congestion, light pollution, noise pollution and air pollution not only for Chippenham, but also the surrounding villages. This is not an appropriate use of tax payers money and feels much more like a land grab to cynically avoid planning law. Please consider the effect on the environment and the mental health and well being of rural life. I am saying NO to the road.

Q10. 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.

There should be a fourth option of NO ROAD. See my reasons in box 6 (copied below for ease).

This development is unnecessary and the concreting over of the land between Calne and Chippenham is unenvironmental and the need for the housing (which this route is merely a route to) has not been proven. This plan will worsen congestion, light pollution, noise pollution and air pollution not only for Chippenham, but also the surrounding villages. This is not an appropriate use of tax payers money and feels much more like a land grab to cynically avoid planning law. Please consider the effect on the environment and the mental health and well being of rural life. I am saying NO to the road.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Neither would be necessary if you didn't build the road. I am opposed to this road for the reasons stated in question 6 (copied below for ease).

This development is unnecessary and the concreting over of the land between Calne and Chippenham is unenvironmental and the need for the housing (which this route is merely a route to) has not been proven. This plan will worsen congestion, light pollution, noise pollution and air pollution not only for Chippenham, but also the surrounding villages. This is not an appropriate use of tax payers money and feels much more like a land grab to cynically avoid planning law. Please consider the effect on the environment and the mental health and well being of rural life. I am saying NO to the road.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Neither would be necessary if you didn't build the road. I am opposed to this road for the reasons stated in question 6 (copied below for ease).

This development is unnecessary and the concreting over of the land between Calne and Chippenham is unenvironmental and the need for the housing (which this route is merely a route to) has not been proven. This plan will worsen congestion, light

pollution, noise pollution and air pollution not only for Chippenham, but also the surrounding villages. This is not an appropriate use of tax payers money and feels much more like a land grab to cynically avoid planning law. Please consider the effect on the environment and the mental health and well being of rural life. I am saying NO to the road.

Q14. How do you travel to/from Chippenham town centre?

Bus;Car;Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;As part of my commute to/from work;Shopping, children's education;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Bus;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Bus;Bicycle;

MSF 584

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
I am against a road and can't understand why we cannot utilise Pewsham Way.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Destroys too much green space, crosses the canal twice and is impactful on the small community of old derry hill/pewsham village
- Q9. 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.**
Remains impactful on the country side as per the outer route
- Q10. 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.**
I don't feel this is necessary and can link back to Pewsham Way - utilise BROWNFIELD and stop destroying green space.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I don't think it is necessary but less impactful on small communities
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Very impactful on the houses that are closer to this road
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Taxi;

MSF 585

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
n/a
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
Avoiding Chippenham entirely is reason enough to build. Reducing congestion and improving air quality within Chippenham is reason enough to go ahead. Why isn't this being considered for Devizes also?
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
All good for me.
- Q9. 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.**
Would prefer the outer route
- Q10. 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.**
Need to stay out of Chippenham. Would prefer the outer route
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 586

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 587

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
This consultation should have included a clear option for people to select if they object to a road being built. The three options available all provide a very similar vision for 'Future Chippenham' and do not amount to a serious consultation. Given the urgency of the climate and biodiversity crisis we should be investing in ways to reduce car use and develop sustainable, regenerative communities. A major new development across valuable farmland and the ecologically important river valley is not a solution to this. A new road will make car travel easier, and cannot help but encourage more car use. The road will also unlock this land for more housing development, based on an unrealistic and disproportionate target for house building, that is unrelated to future projected housing needs and which the majority of people in Chippenham are opposed to.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;Bus;Train;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;Shopping;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 588

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
N/A
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; I do not believe the Council has made the unequivocal case for the need for the road; if the Council is to truly consider the boxes ticked above then the road would not be built. ;
- Q6. 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.**
I have written separately to challenge the need of the road. While I note the Council are consulting on the extent of development separately, these two issues are intrinsically linked; if more brownfield sites were developed and a proportionate number of the County's houses were allocated to Chippenham then this road would not be required. I note that the HIF from Ministry of HC&LG is 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. However, the Council are implying that this money has only been granted for the proposed distributor road and that a decision on one of the 3 options needs to be made to secure the funding. This money should be used in different ways, to improve climate friendly modes of transport such as walking and cycling; this would then fall in line with the other considerations highlighted in Q5. The propositions have been bounded solely on 3 options and the Public should be granted the opportunity of achieving the aims in different, environmentally sound ways. We need to avoid just building more roads when events of the pandemic has demonstrated there are alternative remote-working options; the Council has an opportunity here to lead change, at the forefront of environmental responsibility.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;

Q8. 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.

I strongly disagree with the need for this ringroad and believe there are more sustainable options that have not been put forward; however, I note that Option A appears to have the most significant impact on the environment. Furthermore, as stated in the consultation paperwork, 'building of a significant new road both to relieve through traffic but also unlock potential development sites' ergo, a larger road will encourage more development; the case for the current development has not yet been made, so this would represent irresponsible development and design when we are in the current climate crisis and our focus should be on minimising our impact on the environment and greenfield sites.

Q9. 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.

Q9 I strongly object to the proposal for a new ringroad road out of the three options Option B appears to have the lowest overall impact on the environment. However significant and substantial mitigating measures would have to be included as part of any further development of the proposal to combat the environmental impact of the road, impact on local views and the impact on the setting of multiple heritage sites along the route (All Zones), particularly the listed buildings of Showell Farm (Zone 1). Dense woodland screening and significant areas of landscaping rich in biodiversity would be required to preserve the heritage setting as suggested in the Planning for Chippenham landscaping plan. Landscaping mitigating measures are essential for this option with it having such an impact on the landscape. (All zones).

Q10. 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.

I strongly object to the proposal for a new distribution road out of the three options Option C has many unacceptable aspects, particularly at the western end where a new round about is proposed which would have a detrimental impact on the setting of the listed buildings at Showell Farm (Zone1). Option C also has the second largest impact on the environment due to it's proximity to Rowden Park conservation area and significant visual impact due to its connection to the high ridge line at Lower Lodge Farm, all of which make it totally unacceptable. I strongly object to the inner road proposal that introduces a new roundabout immediately adjacent to Showell Farm, a mere 0.1miles away from the existing significant Lackham roundabout on the A350 and it is nonsensical that such a proposal would have been considered appropriate to put forward for public consultation. Has this been done as a strawman to detract from the scant articulation of the need for the ringroad in the first place? If Option C is to be considered at all it should start from the Lackham round about as demonstrated in Option A and B. (Zone 1). The listed buildings of Showell Farm already suffer from the impact of the A350 and the Lackham roundabout and any proposed development in the area should look to protect not worsen the impact on these heritage buildings and the communities that live within Showell. (Zone 1). Furthermore, introducing a dog-leg in the ringroad would simply exacerbate the problems the residents of Showell already have with speeding vehicles on the B4528, using the road as a 'rat-run'. To introduce a new roundabout so close to the existing Lackham roundabout with the detrimental impact it would have on the listed buildings of Showell Farm and on the hamlet of Showell as a whole is truly unacceptable as a proposal. It is concerning that negotiations with landowners has driven the decision

to include this within the consultation. For a proposal that has such significant environmental impact, the fundamentals of the proposal as a whole have to be founded on achieving the best outcome environmentally. (Zone 1). The B4528 is already a very busy road that is problematic for local residents, having the western junction on the B4528 adds an additional junction and road for vehicles using the distributor road. (Zone 1). If the planned river crossing is key then the western end of Option C could simply be re-located to the Lackham roundabout^[SEP] (Zone 1). It is disingenuous for the 'Cultural heritage' section of 'Connecting our Communities' brochure to state 'All of the route options presented for public consultation avoid direct conflict with heritage assets'. Option C blatantly impacts negatively on the heritage listed properties of Showell Farm where the western end of the road starts almost opposite the three listed properties. (Zone 1). Once again, this suggests an underhand, strawman strategy to encourage more favour for the other options. It is not only the listed heritage status of the buildings that should be considered worth preserving but their setting in the Wiltshire Countryside. This is something that previous Local Plans, planning applications and the 1990s call-in by the Secretary of State have acknowledged and it is very disappointing that in the current context of a climate crisis that greater importance is not being put on this. To add a road junction on the B4528 so close to the Showell Farm site would have a fundamental impact on their setting and their relationship with their surrounding hinterland. (Zone 1). The location of the western end of the road on the B4528 is in total contradiction with the Draft Green and Blue Infrastructure Plan in the Wiltshire Council Local Plan – Planning for Chippenham. In this document the proposed road route logically starts at the Lackhamsadly, this form does not allow sufficient space to make a complete comment, so I will email separately.....

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;fitness;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;Bus;

MSF588 (cont.)

I have completed the online consultation form but sadly there is insufficient space to leave a complete comment. To that end, please find the full prose below to link with the online form.

Q6 I have written separately to challenge the need of the road. While I note the Council are consulting on the extent of development separately, these two issues are intrinsically linked; if more brownfield sites were developed and a proportionate number of the County's houses were allocated to Chippenham then this road would not be required. I note that the HIF from Ministry of HC&LG is 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. However, the Council are implying that this money has only been granted for the proposed distributor road and that a decision on one of the 3 options needs to be made to secure the funding. This money should be used in different ways, to improve climate friendly modes of transport such as walking and cycling; this would then fall in line with the other considerations highlighted in Q5. The propositions have been bounded solely on 3 options and the Public should be granted the opportunity of achieving the aims in different, environmentally sound ways. We need to avoid just building more roads when events of the pandemic has demonstrated there are alternative remote-working options; the Council has an opportunity here to lead change, at the forefront of environmental responsibility.

Q7 is forcing me to place the road options in preference order; I fundamentally believe there are other more environmentally friendly

Q8 I strongly disagree with the need for this ringroad and believe there are more sustainable options that have not been put forward; however, I note that Option A appears to have the most significant impact on the environment. Furthermore, as stated in the consultation paperwork, 'building of a significant new road both to relieve through traffic but also unlock potential development sites' ergo, a larger road will encourage more development; the case for the current development has not yet been made, so this would represent irresponsible development and design when we are in the current climate crisis and our focus should be on minimising our impact on the environment and greenfield sites.

Q9 I strongly object to the proposal for a new ringroad road out of the three options Option B appears to have the lowest overall impact on the environment. However significant and substantial mitigating measures would have to be included as part of any further development of the proposal to combat the environmental impact of the road, impact on local views and the impact on the setting of multiple heritage sites along the route (All Zones), particularly the listed buildings of Showell Farm (Zone 1). Dense woodland screening and significant areas of landscaping rich in biodiversity would be required to preserve the heritage setting as suggested in the Planning for Chippenham landscaping plan. Landscaping mitigating measures are essential for this option with it having such an impact on the landscape. (All zones).

Q10 I strongly object to the proposal for a new distribution road out of the three options Option C has many unacceptable aspects, particularly at the western end where a new round about is proposed which would have a detrimental impact on the setting of the listed buildings at Showell Farm (Zone1). Option C also has the second largest impact on the environment due to it's proximity to Rowden Park conservation area and significant visual impact due to its connection to the high ridge line at Lower Lodge Farm, all of which make it totally unacceptable. I strongly object to the inner road proposal that introduces a new roundabout immediately adjacent to Showell Farm, a mere 0.1miles away from the existing significant Lackham roundabout on the A350 and it is nonsensical that such a proposal would have been considered appropriate to put forward for public consultation. Has this been done as a strawman to detract from the scant articulation of the need for the ringroad in the first place? If Option C is to be considered at all it should start from the Lackham round about as demonstrated in Option A and B. (Zone 1). The listed buildings of Showell Farm already suffer from the impact of the A350 and the Lackham roundabout and any proposed development in the area should look to protect not worsen the impact on these heritage

buildings and the communities that live within Showell. (Zone 1). Furthermore, introducing a dog-leg in the ringroad would simply exacerbate the problems the residents of Showell already have with speeding vehicles on the B4528, using the road as a 'rat-run'. To introduce a new roundabout so close to the existing Lackham roundabout with the detrimental impact it would have on the listed buildings of Showell Farm and on the hamlet of Showell as a whole is truly unacceptable as a proposal. It is concerning that negotiations with landowners has driven the decision to include this within the consultation. For a proposal that has such significant environmental impact, the fundamentals of the proposal as a whole have to be founded on achieving the best outcome environmentally. (Zone 1). The B4528 is already a very busy road that is problematic for local residents, having the western junction on the B4528 adds an additional junction and road for vehicles using the distributor road. (Zone 1). If the planned river crossing is key then the western end of Option C could simply be re-located to the Lackham roundabout.

(Zone 1). It is disingenuous for the 'Cultural heritage' section of 'Connecting our Communities' brochure to state 'All of the route options presented for public consultation avoid direct conflict with heritage assets'. Option C blatantly impacts negatively on the heritage listed properties of Showell Farm where the western end of the road starts almost opposite the three listed properties. (Zone 1). Once again, this suggests an underhand, strawman strategy to encourage more favour for the other options. It is not only the listed heritage status of the buildings that should be considered worth preserving but their setting in the Wiltshire Countryside. This is something that previous Local Plans, planning applications and the 1990s call-in by the Secretary of State have acknowledged and it is very disappointing that in the current context of a climate crisis that greater importance is not being put on this. To add a road junction on the B4528 so close to the Showell Farm site would have a fundamental impact on their setting and their relationship with their surrounding hinterland. (Zone 1). The location of the western end of the road on the B4528 is in total contradiction with the Draft Green and Blue Infrastructure Plan in the Wiltshire Council Local Plan – Planning for Chippenham. In this document the proposed road route logically starts at the Lackham roundabout enabling a carefully considered area of land to be preserved for, 'Heritage setting and GW flooding'. The only option for the start of the western end of the road that should be considered is where it starts at the Lackham Roundabout and Option C should be amended to illustrate this so that it follows the same logic demonstrated in Option A and B. If Option C is to be progressed further public consultation would be needed with greater consideration and thought being given to this sensitive area of the route. (Zone 1). Even the Site Selection Report for Chippenham for the Wiltshire Council Site Selection (January 2021) identifies the impact of development around Showell Farm (Zone 1) and acknowledges the importance of its setting which Option C disregards. The report states, 'The site is very exposed to views from the A350 which would require significant mitigation in order not to detract from the predominantly rural setting and middle distant broken views of the hills beyond. Showell Farm is a large multi yard farmstead with good survival of significant buildings. If this site were developed, in combination with sites 473 and 726994 sites development wrap around farmstead causing complete loss of setting. Farmsteads have a fundamental relationship with their surrounding hinterland and mitigation likely to be very difficult'. Views of the Chippenham townscape become visible from the Lackham roundabout when travelling north on the A350 from Lacock. In the Wiltshire Council Local Plan, Draft Green and Blue Infrastructure Plan the view is of the town set against a foreground of Wiltshire countryside. With an Option C start to the distributor road at Showell Farm this view would be dominated by the proposed road junction and road from the B4528. (Zone 1).

I would be grateful if other, more sustainable options could be put forward, rather than progressing down the historical route of just building more roads – the planet cant sustain this, and time is now right to do it differently.

MSF 589

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Reducing housing levels in this area. Why not develop Malmesbury ?;
- Q6. 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.**
The Council seem to have taken a liking to developing the Chippenham, Calne, Melksham and Devizes areas. There are other areas such as Malmesbury, Marlborough Pewsey and south of the County that have been left behind in the housing development stakes.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
This route will lead to the development of thousands of houses and that is not an option for us. We moved to Studley because it is rural, we want to reduce the movement of cars taking short cuts through single track lanes not increase them.
- Q9. 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.**
as option A
- Q10. 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.**
Neither of the 3 chosen routes are preferable but this is the least harmful option for the environment.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not wanted

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not wanted
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;
-

MSF589 (cont.)

I wish to register opposition to all three proposed distributor roads. Chippenham Town Council have seen fit to overwhelmingly reject the distributor road options and I agree with them.

With regard to the proposed 7,500 houses along the distributor road, I reject that there is a need for this number of houses. CPRE has discovered that the number of houses built in Wiltshire has already exceeded the Government requirements. In addition, I would also add that Chippenham, Calne, Melksham and Devizes have seen much greater development than Malmesbury and Marlborough.

The effect on the environment of building 7,500 houses on green field sites will be horrendous. The people in the houses will overwhelmingly have to travel by car to their employment. The effect on carbon emissions and air quality will be very detrimental. Also the adverse effect on wildlife will be very great. This is prime farming land and should be protected.

MSF 590

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Would prefer no new relief road to be built;
- Q6. 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.**
In my opinion Chippenham town has grown enough and the new relief is simply a tool to build many unrequired new houses. In addition I think the practice of working from home will mean post COVID traffic levels will never return to their previous levels. If new factories or employment were coming to Chippenham I could see "some" justification for the new road/housing but in the coming years all the new houses will do is encourage people to move from existing housing at the cost of our town and lovely surrounding environment.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Please see my previous answer, I would prefer no new road and no new housing here and on this scale.
- Q9. 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.**
Please refer to previous answer I would prefer no new road and no new housing here and on this scale.
- Q10. 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.**
Please refer to my previous answer I would prefer no new road or housing here and on this scale
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Please refer to my previous answer I would prefer no new road or housing here and on this scale
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Please refer to my previous answer I would prefer no new road or housing here and on this scale
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 591

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
n/a
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
None of the road options will ensure protection of the environment or maintain the biodiversity of the existing Avon and Marden valleys. The existence of the road will simply enable the additional (unnecessary, unrequired and totally inappropriate) housing. The housing will create an additional homes the area of Calne tagged onto the side of Chippenham. Neither the town infer structure, amenities or facilities can sustain such a massive increase. The local plan does not require such a huge increase in housing, this road plan is simply an opportunistic plan to facilitate the housing which is not required. The consultation has been put into effect before the results of the local plan are known. It would appear the application for funding for this road was made way before the local plan was put out for consultation and assumes the plan will be passed unamended which is presumptive.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
This route would be an absolute disaster for the environment, by the council's own assessment it does not meet any of the criteria. I have no idea why this option has been put forward other than to force people to think the other two options are more favourable. It has the greatest damage to the environment, will adversely effect the valleys and necessitate the unnecessary erection of viaducts and bridges.
- Q9. 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.**
This option is little better than option A. Although the bridges are shorter. This does still have a huge detrimental effect on the Harden & Avon valleys, it will enable a

totally inappropriate, unnecessary and unrequired additional housing around Chippenham.

Q10. 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.

This option is little better than options A and B. Although the bridges are shorter. This does still have a huge detrimental effect on the Harden & Avon valleys, it will enable a totally inappropriate, unnecessary and unrequired additional housing around Chippenham.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

No link is necessary since the road is unnecessary.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

No link is necessary since the road is unnecessary.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 592

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
NOT building a road at all;
- Q6. 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.**

The voices of the residents of Chippenham and surrounding locality should be listened to and acted upon with respect to this consultation. Please do not ignore the opinions of local people as has so often been the case eg most recently the building of the Sadlers Mead multi-storey car park in spite of vehement local opposition. The ramifications of this failed project are only too evident with both 'Good Energy' and the potential developers of the old college site pulling out.

In my opinion, there is no need for a road. Prior to finalising the Local Plan review, the number of houses required and their location has not been agreed. Therefore there should not be a consultation on a road route to allow development of an undecided number of houses on an as yet unallocated site.

There is no credible evidence supporting the need for 7500 houses within 2 new suburbs to the East and South of Chippenham.

Development on sites East and South of Chippenham would be unacceptably damaging to the character of the Market Town and to its local countryside. This beautiful rural landscape is more highly valued than ever by the residents of Chippenham for recreation, leisure, tranquillity and positive effects on mental health.

The suggested road construction and housing development would cause catastrophic damage to local habitats/biodiversity and would release (as yet undeclared and/or unestimated) immense and unacceptable quantities of greenhouse gases.

A distributor road would be populated by vehicles belonging to the inhabitants of the 7.5K houses, therefore unable to relieve traffic congestion in the town centre but conversely create more traffic and reduce air quality in and around Chippenham.

County Farms publicly owned by the people of Wiltshire should not be sold off. Farms on the suggested sites for road development should be maintained as working farms, particularly as some of their land is grade 3A. Local food production will become more important in the future in terms of climate impact and self sufficiency.

The world has changed in an unprecedented manner over the past year largely due to the impact of the global Covid-19 pandemic on areas such as commuting, home-working, retail, business, increased enjoyment and awareness of our open green spaces. The increasing urgency of measures required to reduce global warming and reverse the ecological crisis has an ongoing impact on how we develop in the future. Brexit will have implications for trading and the amount of food we will be required to produce for ourselves. These are 3 major reasons as to why the current road plan should cease, and be replaced by a new forward thinking plan which is proportionate to the need of Chippenham, employment lead, sensitive to the needs of the environment and compatible with Wiltshire Council's declaration of a Climate and Ecological Emergency.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

The voices of the residents of Chippenham and surrounding locality should be listened to and acted upon with respect to this consultation. Please do not ignore the opinions of local people as has so often been the case eg most recently the building of the Sadlers Mead multi-storey car park in spite of vehement local opposition. The ramifications of this failed project are only too evident with both 'Good Energy' and the potential developers of the old college site pulling out.

In my opinion, there is no need for a road. Prior to finalising the Local Plan review, the number of houses required and their location has not been agreed. Therefore there should not be a consultation on a road route to allow development of an undecided number of houses on an as yet unallocated site.

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The world has changed in an unprecedented manner over the past year largely due to the impact of the global Covid-19 pandemic on areas such as commuting, home-working, retail, business, increased enjoyment and awareness of our open green spaces. The increasing urgency of measures required to reduce global warming and

reverse the ecological crisis has an ongoing impact on how we develop in the future. Brexit will have implications for trading and the amount of food we will be required to produce for ourselves. These are 3 major reasons as to why the current road plan should cease, and be replaced by a new forward thinking plan which is proportionate to the need of Chippenham, employment lead, sensitive to the needs of the environment and compatible with Wiltshire Council's declaration of a Climate and Ecological Emergency.

Q9. 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.

The voices of the residents of Chippenham and surrounding locality should be listened to and acted upon with respect to this consultation. Please do not ignore the opinions of local people as has so often been the case eg most recently the building of the Sadlers Mead multi-storey car park in spite of vehement local opposition. The ramifications of this failed project are only too evident with both 'Good Energy' and the potential developers of the old college site pulling out.

In my opinion, there is no need for a road. Prior to finalising the Local Plan review, the number of houses required and their location has not been agreed. Therefore there should not be a consultation on a road route to allow development of an undecided number of houses on an as yet unallocated site.

There is no credible evidence supporting the need for 7500 houses within 2 new suburbs to the East and South of Chippenham.

Development on sites East and South of Chippenham would be unacceptably damaging to the character of the Market Town and to its local countryside. This beautiful rural landscape is more highly valued than ever by the residents of Chippenham for recreation, leisure, tranquillity and positive effects on mental health.

The suggested road construction and housing development would cause catastrophic damage to local habitats/biodiversity and would release (as yet undeclared and/or unestimated) immense and unacceptable quantities of greenhouse gases.

A distributor road would be populated by vehicles belonging to the inhabitants of the 7.5K houses, therefore unable to relieve traffic congestion in the town centre but conversely create more traffic and reduce air quality in and around Chippenham.

County Farms publicly owned by the people of Wiltshire should not be sold off. Farms on the suggested sites for road development should be maintained as working farms, particularly as some of their land is grade 3A. Local food production will become more important in the future in terms of climate impact and self sufficiency.

The world has changed in an unprecedented manner over the past year largely due to the impact of the global Covid-19 pandemic on areas such as commuting, home-working, retail, business, increased enjoyment and awareness of our open green spaces. The increasing urgency of measures required to reduce global warming and reverse the ecological crisis has an ongoing impact on how we develop in the future. Brexit will have implications for trading and the amount of food we will be required to produce for ourselves. These are 3 major reasons as to why the current road plan should cease, and be replaced by a new forward thinking plan which is proportionate to the need of Chippenham, employment lead, sensitive to the needs of the

environment and compatible with Wiltshire Council's declaration of a Climate and Ecological Emergency.

Q10. 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.

The voices of the residents of Chippenham and surrounding locality should be listened to and acted upon with respect to this consultation. Please do not ignore the opinions of local people as has so often been the case eg most recently the building of the Sadlers Mead multi-storey car park in spite of vehement local opposition. The ramifications of this failed project are only too evident with both 'Good Energy' and the potential developers of the old college site pulling out.

In my opinion, there is no need for a road. Prior to finalising the Local Plan review, the number of houses required and their location has not been agreed. Therefore there should not be a consultation on a road route to allow development of an undecided number of houses on an as yet unallocated site.

There is no credible evidence supporting the need for 7500 houses within 2 new suburbs to the East and South of Chippenham.

Development on sites East and South of Chippenham would be unacceptably damaging to the character of the Market Town and to its local countryside. This beautiful rural landscape is more highly valued than ever by the residents of Chippenham for recreation, leisure, tranquillity and positive effects on mental health.

The suggested road construction and housing development would cause catastrophic damage to local habitats/biodiversity and would release (as yet undeclared and/or unestimated) immense and unacceptable quantities of greenhouse gases.

A distributor road would be populated by vehicles belonging to the inhabitants of the 7.5K houses, therefore unable to relieve traffic congestion in the town centre but conversely create more traffic and reduce air quality in and around Chippenham.

County Farms publicly owned by the people of Wiltshire should not be sold off. Farms on the suggested sites for road development should be maintained as working farms, particularly as some of their land is grade 3A. Local food production will become more important in the future in terms of climate impact and self sufficiency.

The world has changed in an unprecedented manner over the past year largely due to the impact of the global Covid-19 pandemic on areas such as commuting, home-working, retail, business, increased enjoyment and awareness of our open green spaces. The increasing urgency of measures required to reduce global warming and reverse the ecological crisis has an ongoing impact on how we develop in the future. Brexit will have implications for trading and the amount of food we will be required to produce for ourselves. These are 3 major reasons as to why the current road plan should cease, and be replaced by a new forward thinking plan which is proportionate to the need of Chippenham, employment lead, sensitive to the needs of the environment and compatible with Wiltshire Council's declaration of a Climate and Ecological Emergency.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 593

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
The Marden/Avon valley is a valuable resource for wildlife and leisure pursuits and encroachment on the area would mean that it is lost forever. It is well documented that green space is essential to health and well-being, so I believe it is vitally important to preserve as much of our green space as possible.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

- Q15. Why do you travel to/from Chippenham town centre?**
shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 594

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
No- personal concerns
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
We've gone and in a pandemic. We have all fallen in love with the outdoors, we've all used green land more and this has been welcomed by usual car owners, children, elderly. Leave green land alone!!!
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bus;

MSF 595

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
None of the above will be achieved by building a road which I strongly object to. ;
- Q6. 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.**
I object to the building of a link road and it's impact on the environment.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I disagree with the building of a link road.
- Q9. 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.**
I disagree with the building of a link road.
- Q10. 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.**
I disagree with the building of a link road.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I disagree with the building of a link road.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I disagree with the building of a link road.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Train;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
I live in Chippenham, ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 596

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
N/A
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
[REDACTED]
- Q5. 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?**
I do not want a road built ;
- Q6. 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.**
I do not want a road built due to environmental concerns and the fact that I do not think Chippenham greenfield sites should be used for such developments.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This form should include a section allowing you to say you do not want the road to be built - I have not therefore responded to the above question or this one.
- Q9. 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.**
This form should include a section allowing you to say you do not want the road to be built
- Q10. 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.**
This form should include a section allowing you to say you do not want the road to be built
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I have not replied to the above as I don't want either option
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
As above

- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 597

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
I object to this road;
- Q6. 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.**
I strongly object to this road as it does tie in with our landscape or habitation needs that Chippenham requires. The plan is based on habitation requirements enforced by Wiltshire and it does not reflect local needs or desires. The road is set to have a 30 mph speed limit which simply does not provide the relief capacity to make it better than just driving through Chippenham to reach the fast East ring road. Furthermore, the fact that most of the environmental studies are not field based, just shows how little understanding this project has of the local reality, either in regards to its needs or to the its real impact.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
This route is the most expensive while also creating the biggest impact on landscape and existing heritage sites. It crosses the canal twice without adding any logistic benefits to the project.
- Q9. 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.**
This route is my second option as I believe it provides a middle ground. It also creates a very busy staggered junction in the A4 between zones 2 and 3, which is statistically more dangerous than a roundabout. It simply does not make sense to have a staggered junction through such busy road when this is labelled as a "relief road".

- Q10. 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.**
Route C has reasonable adjustments that make a better option in my opinion. The connection between zone 2 and 3 is through a roundabout which is one of the safest options to regulate traffic, specially around this traffic artery west of Chippenham.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I find it ridiculous that is necessary to create a new link road when Forest Lane is already there. I think at some point I read the issue of not using Forest lane is because of an ancient hedge. At the same time you are raising concerns about this hedge, while scorching the countryside with the construction of a road!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
It creates another roundabout in Pewsham Way which is unnecessary.
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 598

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;
- Q6. 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.**
None of the options. Just the road from Birds Marsh/Parsonage way to the A4 is the only road needed and Rawlings Farm houses only ones needed. Leave the Mardon Valley alone.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
Ruins the countryside
- Q9. 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.**
Not needed
- Q10. 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.**
Not needed nor the houses you want to infill with.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

To go to the Bank and chemist;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 599

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 600

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
The inner route has the least environmental impact on the countryside heritage of Chippenham.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 601

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
As a resident of Iacock I strongly believe that disruption of the local countryside should be kept to an absolute minimum and no building of any road or building should impact the unique quality of this National Trust site which is a major asset to the local area.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
This comes far to close to areas of unique beauty and important environmental ecosystems.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 602

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
Do not back any road destroying nature
- Q9. 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.**
Do not back any road destroying nature
- Q10. 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.**
Do not back any road destroying nature
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Both destroy natural fields
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Both destroy natural fields
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 603

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
There should be NO distributor Road.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
There should be NO distributor Road
- Q9. 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.**
There should be NO distributor Road
- Q10. 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.**
There should be NO distributor Road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
There should be NO distributor Road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
There should be NO distributor Road
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 604

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Is a road necessary?;
- Q6. 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.**
This consultation should not be taking place. The need for the number of homes used to justify a new road has not been demonstrated and is still being discussed. The planning of a new road should only take place when a local plan is fully agreed. I do not agree that the number of new homes proposed for Chippenham is necessary and I have given my views in the local plan consultation. If the massive number of new homes is not necessary then neither is the distributor road as currently proposed (whatever the route). It may be that a link road from the A350 at Lackham to the A4 would be beneficial but that question hasn't been asked!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 605

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Easing traffic congestion and improving journey times; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
Most destructive to wildlife and current countryside feel.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 606

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
The Council's focus should be on adherence to pollution and traffic control legislation, not on expansion into a rural area.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
The outer route infringes too greatly on rural land. It provides an outer boundary for housing/business infill construction which would encroach on rural land. The route will bring traffic/pollution into a previously unspoiled area. This is in direct opposition to UK Gov's plans for emissions reduction.
- Q9. 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.**
As above, any expansion of Chippenham to the south would encroach on rural land and isolated small villages. Option B provides a boundary for infill construction that is unnecessary. The route will bring traffic/pollution into a previously unspoiled area. This is in direct opposition to UK Gov's plans for emissions reduction.
- Q10. 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.**
Option C is also unacceptable since it builds on farm/rural land and will bring traffic/pollution into a previously unspoiled area. This is in direct opposition to UK Gov's plans for emissions reduction.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I have not ranked the Pewsham Link roads because both are unacceptable expansions of Chippenham into previously unspoiled land.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I have not ranked the Pewsham Link roads because both are unacceptable expansions of Chippenham into previously unspoiled land.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

When using the train station;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 607

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
All options go through too much countryside, once the road is built, further development is inevitable. Stop putting in developments which will create traffic pinch points. All the development by Sainsbury's and Mark's and Spencer roundabout is a good example.
- Q9. 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.**
All options go through too much countryside, once the road is built, further development is inevitable. Stop putting in developments which will create traffic pinch points. All the development by Sainsbury's and Mark's and Spencer roundabout is a good example.
- Q10. 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.**
All options go through too much countryside, once the road is built, further development is inevitable. Stop putting in developments which will create traffic pinch points. All the development by Sainsbury's and Mark's and Spencer roundabout is a good example.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't know about this road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't know about this road
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 608

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
There are plenty of brownfield sites and older unused buildings that could be redeveloped...its just councils and developers don't want to spend the extra time and money that these require. Councils and developers want the easy route every time...after all they won't be living on the developments that spring up or be effected by the location of the road. We're not "growing" more land, once its gone its gone!!!
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
Don't go wide from Chippenham as that then opens the door for the area inside to be filled with more rubbish housing. Birdsmarsh buildings are already sinking and cracking because expediency and money saving win every time. Councils and developers they work with would love to increase they area of land they can exploit!
- Q9. 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.**
Don't go wide from Chippenham as that then opens the door for the area inside to be filled with more rubbish housing. Birdsmarsh buildings are already sinking and cracking because expediency and money saving win every time. Councils and developers they work with would love to increase they area of land they can exploit!
- Q10. 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 you're dead set on ruining the countyside and handing it over to the developers then keeping it close to the current footprint is the only way but councilors should be ashamed of themselves...guess money talks

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Can't find the maps showing the routes!!!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Can't find the maps showing the routes!!!
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 609

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

████████

Q5. 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?

Q6. 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.

I do do NOT support this development, but not surprisingly there is no option above to submit that answer.

I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

I do do NOT support this development, but not surprisingly there is no option above to submit that answer.

I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q9. 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.

I do do NOT support this development, but not surprisingly there is no option above to submit that answer.

I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q10. 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.

I do do NOT support this development, but not surprisingly there is no option above to submit that answer.

I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I do do NOT support this development, but not surprisingly there is no option above to submit that answer.

I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I do do NOT support this development, but not surprisingly there is no option above to submit that answer.

I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 610

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Transwilts CIC
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation;
- Q6. 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.**
Sustainable and easy access to the station should be a major consideration. The resulting housing will all be to the east of Chippenham moving the town 'centre of gravity'. There needs to be careful consideration to how the access to the station can be achieved by safe cycle routes, feeder bus lanes and car parking. The current station access is already congested on Station Hill. The eastern route options in the consultation seem very sparse on how the northern exit will work and facilitate improved station accessibility. It is much more than just another roundabout. More and more station planning is now about delivering the last journey mile.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Zone 5 exactly what is the connection to the railway?
- Q9. 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.**
Zone 5 exactly what is the connection to the railway?
- Q10. 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.**
Zone 5 exactly what is the connection to the railway?
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No preference
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No preference
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;Train;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 611

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Myself
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
Option D, no to the road and No to the houses, I can't wait for the May council elections because you Tories will be voted out
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Option D. No road, no houses
- Q9. 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.**
Option D. No road, no houses
- Q10. 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.**
Option D. No road no houses
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Option D. No road, no houses
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Option D. No road, no houses
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 612

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
We don't need & we don't want this road.;
- Q6. 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.**
We don't need & we don't want this road. It's wrecking beautiful environment, damaging wildlife, causing climate change & air pollution which is already killing 40k people per year in the UK. My children don't need more traffic and more dirty air. They need wild flowers, open space, fresh air and a protected natural environment.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
We don't need or want a road there. You need to grow up, stop being in denial about climate change and the ecological emergency and get real about protecting the planet we depend on.
- Q9. 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.**
We don't need or want a road there. The director general of the UN, Antonio Guterres has told told you that climate change is an existential threat to humanity - THAT MEANS EXTINCTION OF ALL HUMAN LIFE. The EU have told you, "Our House is on fire" - stop stoking the flames!
- Q10. 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.**
We don't need or want a road there. Sir David King, the Govt own chief scientific advisor throughout the Blair/Brown administrations has told you, just last year, that we are heading for 8m of sea level rise - putting most of London under water. He has also said, Vietnam will be unable to support a human population in less than 30 years, also mentioning Indonesia, Bangladesh, Calcutta and more. We have already had 6.5m people displaced in Bangladesh - please grow up ! People are suffering NOW !

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
We don't need or want it
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
We don't need or want it
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Car;

MSF 613

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
This road would ruin the area, ruin so much productive farm land and not enhance the town, this is taking away one of the towns assets I.e its surrounding countryside
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
I do not want to see this road built at all, there is huge opposition to this, read the local paper every week and the on line petition against it as well as social media. Please listen, this is the whole idea of consultation. You as councillors have a duty to serve and protect the county. You can't keep taking prime greenbelt land at this alarming rate.
- Q9. 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.**
Why are not giving the people of the town an option of if the road is wanted, the N. Wilts MPis against it, Chippenham Town council have withdrawn support & the Chippenham MP can now see the destruction this will cause, please listen, Chippenham does not want this to go ahead!
- Q10. 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.**
I do not want to see this road built at all, there is huge opposition to this, read the local paper every week and the on line petition against it.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I do not want to see this road built at all, there is huge opposition to this, read the local paper every week and the on line petition against it as well as social media. Please listen, this is the whole idea of consultation. You as councillors have a duty to serve and protect the county. You can't keep taking prime greenbelt land at this alarming rate.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

There is enough precious green belt land being lost around Chippenham, the area in front of Birdsmarsh has been ruined, please listen to the towns people who do not want to see this vast area lost as well

Q14. How do you travel to/from Chippenham town centre?

Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 614

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Oriol Systems Limited
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████████
- Q5. 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?**
We don't need & we don't want this road.;
- Q6. 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.**
We have seven staff here at Oriol Systems, most are young, well paid, and well qualified professional computer, software and electronics specialists. All, without exception, are very concerned about the climate and ecological emergency. My staff need a quiet and relaxing place in which to work, not a truck road thundering past the window. My staff are creative people in a high stress and crucial role. They regularly need to walk in the quiet and peaceful countryside and they do so most lunch times, weather permitting. If you ruin this area of Chippenham, as you propose to do, Oriol Systems Limited is very likely to relocate, or certainly be very damaged by your ill considered action.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
There is no need, desire or useful purpose for another climate wrecking road here.
- Q9. 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.**
There is no need, desire or useful purpose for more traffic driving through here. We much prefer clean air and a healthy natural world.
- Q10. 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.**
There is no need, desire or useful purpose for this road. You know, some people remain in denial, it's comfortable. Trump is in denial about the election result - one probably couldn't have a conversation with him about that; likewise it appears that Wilts is in denial about the climate & ecological emergency. You need to grow up, accept the science and first do your priority role, protect human life in Wiltshire.

Including your grandchildren - we have only 10 years to stop runaway climate change. The Arctic permafrost is melting, massive amount of CO2 and methane are being released, soon we will not be able to stop it. What we do in the next eight years will affect humanity for thousands of years to come. In 15 years, when you look in the eyes of your grandchildren, and try to explain why this has happened - don't hide your face and pretend you have not been warned.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Oriel Systems Ltd and all of it's staff do not want this road.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Oriel Systems Ltd and all of it's staff do not want this road.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

Staff travel for Shopping/recreation;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Walking;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF614 (cont.)

My company, including all the staff, without exception, object to this proposed road. We do not want it. We do not need it. It is a waste of money and a destruction of the natural world. My staff are highly paid, well qualified, skilled software, electronics and systems engineers working on advanced software and important projects for land drainage systems and utility companies. To work effectively we need a clean and quiet environment, and the very last thing we need is a motorway thundering past the window. We don't need or want the pollution and this road is so close to our offices that we would even need to consider weather we should remain in Chippenham.

My staff like to walk in the countryside during lunch breaks and take time out from the high pressure of working on leading technology. Please get rid of this ridiculous scheme, we need it like a hole in the head. Not to mention the climate emergency - when on earth is Wiltshire going to do something real and tangible about that? If you have £75m available, let's get insulating the homes we have, rather than wrecking the natural world.

MSF 615

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**

This consultation assumes that there will be a road. We do not need a road. When we're we asked if we need/ want a road?, and why is there not a no road option on this form?

When we have not even agreed the local plan for housing and their location how can it be that you are planning to build a road first? Could it be that once you have the road accepted it will predetermine the housing, which is actually what you have in mind.

The road will cross the Marden and Avon valleys This is a beautiful and wildlife rich area of countryside, and in a time of biodiversity crisis you should not be considering putting a road through an area that should be a preserved and enhanced as a potential re wilding scheme.

This road is not a relief road, and we do not need a ring road. We have a perfectly good bypass on the other side of the town. It will not address traffic congestion it will just make it worse as people from thousands of houses try to access the motorway and the station for commuting to work. At what cost in terms of additional greenhouse gas emissions?

We are in a climate emergency, which you have acknowledged and are meant to be acting on. So why can I not see any carbon calculations on these plans to guide my decision making? Is it that the proposal to build the road, bridges and viaducts to cross the rivers, canal and flood plains so vast that it is actually an utterly irrational idea in terms of carbon cost?

This road will cross an area of river valley that floods. Both the road and potential infill housing will exacerbate flood risks and pose a real threat to homes and to downstream Chippenham.

There are large numbers of farms on the land on which you intend to build the road and houses. In a time of climate change you should not be building on good farming

land. It should be used to produce low mileage local food and reduce our national dependency on food imports.

Chippenham town centre is in a bowl in the landscape. The air quality is already not good, but this will worsen if the road and houses are built.

So given all this, why build the road? As I see it it will enable you to sell off a number of county farms across this area at premium prices, and while you declare that you are obligated to make the best financial decisions when disposing of capital and that the money will be used for 'communities', this is simply not good enough. You need to stop looking for short term financial and commercial gain and properly value our land assets in terms of carbon capture, food production, biodiversity and people's leisure and wellbeing needs. What serious value do you put on our future? Are you really prepared to sacrifice our need to become carbon zero by proceeding with this totally unreasonable plan.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Please see my statement in section 6
- Q9. 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.**
Please see my answer in section 6
- Q10. 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.**
Please see my answer in section 6
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Please see my answer in section 6
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Please see my answer in section 6
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 616

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Reducing air/noise pollution; Impact of Covid; Brexit; recession; HIF bid data ;
- Q6. 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.**
The number of new homes planned for Chippenham is far too high rendering the need for a new distributor road unnecessary within the next plan period and beyond. Nobody can foretell the impact of Covid and Brexit on new home demand. The HIF bid is now three years out of date. This consultation should be delayed until next year at the earliest
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
See answer 5) there is no "no road option" thus this consultation assumes that any of the three options would be acceptable. None are
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option ` 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 617

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Preserving and protecting heritage assets;Stop The Road;
- Q6. 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.**
I think that the amount of new housing that is being scheduled for Chippenham is disproportionate to its needs and that far less housing is needed so the road is not required.

Stop The Road.

No Road Is Required.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Train;Bicycle;Walking;

MSF 618

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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 you build any of these roads it will further increase the boundary around Chippenham and it's highly likely that the green field areas around Showell and to the east of the A350 up to Sainsburys roundabout will be used for intensive housing development. This would cause more road traffic and stress on local resources and have a hugely negative environmental impact. As a national & local policy, housing provision should be sought in existing brownfield sites and by repurposing office, industrial & retail premises left vacant post Covid19. Many more people will continue to work from home leaving a lot of business premises unused.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Visit the bank;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 619

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Reducing reliance on cross town movements ;
- Q6. 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.**
Chippenham has only one route across town - via Bridge centre. There is a desperate need for a Distributor Road to link the main Radial routes. At present many "by-passable" movements take to the country lanes eg East Tytherton, Tytherton Lucas, Studleyetc. The new route needs to be well aligned and capable of a safe speed of, say, 40mph.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Should enable good linkage between Radial routes : offer reasonable alignment for say 40 mph ; attract by-passable traffic away from Bridge centre and country lanes : offer best scope for development within the "envelope" so that attractive estates can be built without too many intermediate junctions on the through route.
- Q9. 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.**
Less attractive more tortuous alignment - therefore not as attractive for "through" movements : Much reduced area for development within the envelope - surely it is not intended to build outside the "by-pass"? Such an option would surely risk further encroachment into the surrounding countryside in the future.
- Q10. 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.**
Not what Chippenham needs at all ! Far too tortuous to attract through movements and where drivers do decide to use it for this purpose will surely lead to greater potential accident risk. Once again the proposition that development outside the new road should be permitted seems to defeat all the objectives of the plan.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
A Pewsham link is a highly desirable part of the overall scheme. It will provide a means for an already large populace to gain access to the Distributor without cluttering up the existing Radials. There must be a sizable proportion of Pewsham residents whose journeys do not need to pass the Bridge Centre but who might well divert to a good bypass
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
As for the main Option 3 - unattractive.
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 620

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Wiltshire Council must not build either a distributor road or link road(s).;
- Q6. 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.**
Wiltshire Council must return to Homes England the £75m Housing Infrastructure Funding for which it bid on false pretences, as now evidenced by Chippenham MP, Michelle Donelan, and by Chippenham Town Council.

14% of the population of Chippenham has signed a petition rejecting the proposed road and associated houses on Chippenham farmland.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Option A is non-viable.

Wiltshire Council must not build a road on Chippenham's countryside.
Wiltshire Council must return the HIF grant intact to Homes England.
- Q9. 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.**
Option B is non-viable.

Wiltshire Council must not build a road on Chippenham's countryside.
Wiltshire Council must return the HIF grant intact to Homes England.
- Q10. 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.**
Option C is non-viable.

Wiltshire Council must not build a road on Chippenham's countryside.
Wiltshire Council must return the HIF grant intact to Homes England.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Pewsham Link Option 1 is non-viable.

Wiltshire Council must not build a road on Chippenham's countryside.

Wiltshire Council must return the HIF grant intact to Homes England.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Pewsham Link Option 1 is non-viable.

Wiltshire Council must not build a road on Chippenham's countryside.

Wiltshire Council must return the HIF grant intact to Homes England.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As a resident of Chippenham I do much of my essential and, where possible, my non-essential shopping in Chippenham.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;Bus;Taxi;

MSF 621

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
Extra road building only works in the short term. Traffic congestion quickly builds up again. Traffic jams, long journey times are a fact of life in 2021, as there are too many private vehicles. Any extra funding should be aimed at enhancing public transport. Extra roads create more air pollution, which, as the current Covid-19 pandemic clearly shows, creates more respiratory diseases. These, in turn, create more pressure on the NHS, and affect business and the economy by the people so affected being unable to work to their full capacity. We are living in a time where the impact of humans has unquestionably affected our climate in a way that is going to have a detrimental effect on the mental and physical health of the younger generation and of future generations. Short-sighted, short-term easy policies of building more and more roads simply speeds up current climate change. Building more road routes round Chippenham will show a lack of creative thinking in how to manage the huge global problem of climate change and air pollution.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
See question 6 answer.
- Q9. 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.**
See question 6 answer.
- Q10. 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.**
See question 6 answer.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
See question 6 answer.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
See question 6 answer.
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 622

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Expanding the outskirts of Chippenham too far in all zones
- Q9. 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.**
Expanding the outskirts of Chippenham too far in all zones
- Q10. 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.**
The link to the Lackham roundabout & existing Pewsham housing in zone 1/2 is not as appealing as Option B
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Whilst a shorter link, the closeness to the nature reserve & connecting to Forest road is less appealing
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
There is no reason why the Option 3 link cannot be combined with Option C Inner route. For some reason the only information given is connecting it to option A or B.

Q14. How do you travel to/from Chippenham town centre?

On foot;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 623

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
No road
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
No road
- Q9. 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.**
No road
- Q10. 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.**
No road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 624

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; 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; Reducing air/noise pollution; As long as the calne to chippenham cycle route isn't impacted to much and there isn't a pedestrian crossing on the sections that cross the road rather an underpass or bridge, I'm more than happy with the routes and housing plans ;
- Q6. 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.**
As long as the calne to chippenham cycle route isn't impacted to much and there isn't a pedestrian crossing on the sections that cross the road rather an underpass or bridge, I'm more than happy with the routes and housing plans
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
section for having a a continuous route for the cycle path, also section 2 and three to have a separate walk way and cycle route off the road that would open up new walk ways to some of these fields and countryside settings
- Q9. 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.**
section three with access to Monkton Park would be good
- Q10. 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.**

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 625

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
This would destroy valuable natural habitats and green space. There are other areas which can be developed such as west of the A350
- Q9. 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.**
This would destroy valuable natural habitats and green space. There are other areas which can be developed such as west of the A350
- Q10. 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.**
This would destroy valuable natural habitats and green space. There are other areas which can be developed such as west of the A350
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 626

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity; the most important issue is reducing the amount of carbon. What would be the amount of carbon produced from these schemes and how much of Wiltshire carbon budget does that use up?;
- Q6. 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.**
We are in a climate emergency. Wiltshire Council has declared a climate emergency. It now needs to act like there is one and it is imminent. Time to stop building roads. Time to stop increasing the amount of transport going through Wiltshire which is responsible for nearly half of the emissions.

Time to protect our farmland with the best and most versatile soil for growing food, which we will all need. Do not destroy the soil and make it unavailable by building over it.

More roads=more pollution and more noise. Start to think about clean air zones and limiting the amount of vehicles traveling through Wiltshire. A road pricing scheme for the most polluting.

Homes should be built in the town so that walking and cycling are better options. Remove car parks and build homes with no parking. Replace the empty commercial buildings in town with homes that are closer to services.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Now is the time to be encouraging a significant shift away from private cars to public and active transport, investing in cycling and walking infrastructure and improving infrastructure for electric vehicles;

- Q9. 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.**
We need to be protecting and enhancing the carbon absorption properties of the natural environment (that of our natural capital and carbon sinks), including significant increases in tree planting, also helping to improve biodiversity;
- Q10. 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.**
Wiltshire Council should be protecting the best and most versatile agricultural land, which helps sequester carbon and ensure local food production and future food security, including the Council's own County farms
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
There are no good options. Not building new roads is the best option. Building homes zero carbon homes with an identifiable need for Chippenham, closer to town so that cycling and walking are the options to get to services is the best option.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Introducing planning policies that require climate change impact assessment of all proposed developments, in advance, against the Council's carbon reduction targets.
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
To use the train station or the Hospital;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 627

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
shorter. Better located junction with Pewsham Way.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Access to the Railway Station;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bus;

MSF 628

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
The destruction of green belt for roads is criminal. I simply do not understand in an era of tackling climate change that we are building more roads and houses, obliterating green space. Idiotic.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
The outer zone is obscene. It demolishes important bird habitat we see many beautiful species in zone 2, from the Kite and Buzzard community to the Owls and migratory birds. Let's replace this with a housing estate?
- Q9. 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.**
This option is as bad as the outer ring for destruction and annihilation of habitat and green space. Possibly worse, it provides opportunity for urban sprawl both side of the road.
- Q10. 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.**
The least worst, however the urban sprawl that will be given the go ahead once the road is built will be a sad decline of nature, behaviour that will be seen as criminally negligent by generations to come, especially what we know about the impact of climate change.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
WHY DID YOU NOT PROVIDE A DIRECT LINK TO THE DOC!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bus;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Taxi;

MSF 629

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

████████

Q5. 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?

Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; Option 4 no road and houses thru countryside ;

Q6. 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.

support Chippenham residents, rather than allow more roads and houses built on the countryside around Chippenham, a town which cannot support it (and aren't we meant to be preserving the countryside nowadays?)

We, in Chippenham, have to live with the ridiculous decisions that have been made in the past, and I would urge you to go against yet another churn up of the countryside - once its gone its gone and no matter how many manicured open spaces are provided it's not the same:

-Birds Marsh is a sad case in point. I can't even go past without asking myself how that was a good idea - massive housing is not necessarily the way eg we should be trying to keep families together rather than encourage splits by providing easy housing, and is it really affordable to the younger generation as promised?!

-KFC drive thru when there's a disused Pizzahut is another

-do we need another supermarket(s) ? Look at the road chaos caused by Aldi's/housing/hotel placement

- when will the police station/college be redeveloped - brown sites should be key redevelopment.

- the monster Sadlers Mead car park is another, with Good Energy running off and leaving us with it. It's an already massive cul de sac with a station, existing car parks, housing and school (where kids are driven to, rather than walk). And now there's only one way out since Monkton Hill has been taken out of use, without properly asking residents views - there was nothing wrong with cars, bikes and people sharing that road. And just can't wait for traffic light chaos at bottom of Station Hill... I try and walk as much as possible but I would also like to get off Monkton Park in a car freely - however long you think is a reasonable wait time at those lights, it will be unacceptably longer!

Regardless of where you live in Chippenham, it has a massively restrictive one way road system that just can't support more cars, one problem on one road impacts all routes. Let's be honest, much as we should all walk /cycle it's not always possible/practical, and when traffic is up to full volume again, Chippenham will be back at gridlock - I have rarely driven anywhere else as bad - Bristol, Bath, Swindon, Trowbridge all flow, Chippenham doesn't. Anyone who lives here knows the usual road chaos in Chippenham pre-covid.

Im going to stop now, as, let's face it, we're never listened to anyway, i've 25 yrs of living here to know that, that's why so few bother to make themselves heard... although I still hope to be proven wrong.

Q7. Please rank the three potential road route options into order of preference.

Option A - Outer route ;Option C - Inner route;Option B - Middle route;

Q8. 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.

support Chippenham residents, rather than allow more roads and houses built on the countryside around Chippenham, a town which cannot support it (and aren't we meant to be preserving the countryside nowadays?)

We, in Chippenham, have to live with the ridiculous decisions that have been made in the past, and I would urge you to go against yet another churn up of the countryside - once its gone its gone and no matter how many manicured open spaces are provided it's not the same:

-Birds Marsh is a sad case in point. I can't even go past without asking myself how that was a good idea - massive housing is not necessarily the way eg we should be trying to keep families together rather than encourage splits by providing easy housing, and is it really affordable to the younger generation as promised?!

-KFC drive thru when there's a disused Pizzahut is another

-do we need another supermarket(s) ? Look at the road chaos caused by Aldi's/housing/hotel placement

- when will the police station/college be redeveloped - brown sites should be key redevelopment.

- the monster Sadlers Mead car park is another, with Good Energy running off and leaving us with it. It's an already massive cul de sac with a station, existing car parks, housing and school (where kids are driven to, rather than walk). And now there's only one way out since Monkton Hill has been taken out of use, without properly asking residents views - there was nothing wrong with cars, bikes and people sharing that road. And just can't wait for traffic light chaos at bottom of Station Hill... I try and walk as much as possible but I would also like to get off Monkton Park in a car freely - however long you think is a reasonable wait time at those lights, it will be unacceptably longer!

Regardless of where you live in Chippenham, it has a massively restrictive one way road system that just can't support more cars, one problem on one road impacts all routes. Let's be honest, much as we should all walk /cycle it's not always possible/practical, and when traffic is up to full volume again, Chippenham will be back at gridlock - I have rarely driven anywhere else as bad - Bristol, Bath, Swindon,

Trowbridge all flow, Chippenham doesn't. Anyone who lives here knows the usual road chaos in Chippenham pre-covid.

Im going to stop now, as, let's face it, we're never listened to anyway, i've 25 yrs of living here to know that, that's why so few bother to make themselves heard... although I still hope to be proven wrong.

Q9. 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.

Q10. 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.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

support Chippenham residents, rather than allow more roads and houses built on the countryside around Chippenham, a town which cannot support it (and aren't we meant to be preserving the countryside nowadays?)

We, in Chippenham, have to live with the ridiculous decisions that have been made in the past, and I would urge you to go against yet another churn up of the countryside - once its gone its gone and no matter how many manicured open spaces are provided it's not the same:

-Birds Marsh is a sad case in point. I can't even go past without asking myself how that was a good idea - massive housing is not necessarily the way eg we should be trying to keep families together rather than encourage splits by providing easy housing, and is it really affordable to the younger generation as promised?!

-KFC drive thru when there's a disused Pizzahut is another

-do we need another supermarket(s) ? Look at the road chaos caused by Aldi's/housing/hotel placement

- when will the police station/college be redeveloped - brown sites should be key redevelopment.

- the monster Sadlers Mead car park is another, with Good Energy running off and leaving us with it. It's an already massive cul de sac with a station, existing car parks, housing and school (where kids are driven to, rather than walk). And now there's only one way out since Monkton Hill has been taken out of use, without properly asking residents views - there was nothing wrong with cars, bikes and people sharing that road. And just can't wait for traffic light chaos at bottom of Station Hill... I try and walk as much as possible but I would also like to get off Monkton Park in a car freely - however long you think is a reasonable wait time at those lights, it will be unacceptably longer!

Regardless of where you live in Chippenham, it has a massively restrictive one way road system that just can't support more cars, one problem on one road impacts all routes. Let's be honest, much as we should all walk /cycle it's not always possible/practical, and when traffic is up to full volume again, Chippenham will be

back at gridlock - I have rarely driven anywhere else as bad - Bristol, Bath, Swindon, Trowbridge all flow, Chippenham doesn't. Anyone who lives here knows the usual road chaos in Chippenham pre-covid.

Im going to stop now, as, let's face it, we're never listened to anyway, i've 25 yrs of living here to know that, that's why so few bother to make themselves heard... although I still hope to be proven wrong.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

support Chippenham residents, rather than allow more roads and houses built on the countryside around Chippenham, a town which cannot support it (and aren't we meant to be preserving the countryside nowadays?)

We, in Chippenham, have to live with the ridiculous decisions that have been made in the past, and I would urge you to go against yet another churn up of the countryside - once its gone its gone and no matter how many manicured open spaces are provided it's not the same:

-Birds Marsh is a sad case in point. I can't even go past without asking myself how that was a good idea - massive housing is not necessarily the way eg we should be trying to keep families together rather than encourage splits by providing easy housing, and is it really affordable to the younger generation as promised?!

-KFC drive thru when there's a disused Pizzahut is another

-do we need another supermarket(s) ? Look at the road chaos caused by Aldi's/housing/hotel placement

- when will the police station/college be redeveloped - brown sites should be key redevelopment.

- the monster Sadlers Mead car park is another, with Good Energy running off and leaving us with it. It's an already massive cul de sac with a station, existing car parks, housing and school (where kids are driven to, rather than walk). And now there's only one way out since Monkton Hill has been taken out of use, without properly asking residents views - there was nothing wrong with cars, bikes and people sharing that road. And just can't wait for traffic light chaos at bottom of Station Hill... I try and walk as much as possible but I would also like to get off Monkton Park in a car freely - however long you think is a reasonable wait time at those lights, it will be unacceptably longer!

Regardless of where you live in Chippenham, it has a massively restrictive one way road system that just can't support more cars, one problem on one road impacts all routes. Let's be honest, much as we should all walk /cycle it's not always possible/practical, and when traffic is up to full volume again, Chippenham will be back at gridlock - I have rarely driven anywhere else as bad - Bristol, Bath, Swindon, Trowbridge all flow, Chippenham doesn't. Anyone who lives here knows the usual road chaos in Chippenham pre-covid.

Im going to stop now, as, let's face it, we're never listened to anyway, i've 25 yrs of living here to know that, that's why so few bother to make themselves heard... although I still hope to be proven wrong.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 630

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
I dont understand why we need a road around the outside of the current bypass 'Pewsham' The only reason Wilts C are doing this is to make the land they own and wish to sell look more attractive to potential developments companies.
- Q9. 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.**
I dont understand why we need a road around the outside of the current bypass 'Pewsham' The only reason Wilts C are doing this is to make the land they own and wish to sell look more attractive to potential developments companies.
- Q10. 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.**
I dont understand why we need a road around the outside of the current bypass 'Pewsham' The only reason Wilts C are doing this is to make the land they own and wish to sell look more attractive to potential developments companies.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Bank visit, Coffee shop or chemist, nothing else in the town.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 631

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
Congestion is a MAJOR issue here! Especially monkton park. One way in and out!
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Looks to be the best route, avoiding the town and Pewsham is a great idea! It will also improve traffic flow significantly in and around monkton park and town
- Q9. 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.**
2nd best option in my opinion, but not a bad idea. Better than option c
- Q10. 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.**
Not sufficient enough, too close to houses maybe, and doesn't seem to look that effective in the long term, if housing is to be built, we need a bypass further out
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Great idea, no need to add a new roundabout either. Will help traffic avoid avenue la fleche, and the bridge centre roundabout

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

No, no need for another roundabout! Will just cause more traffic

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;Family ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 632

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
there is no option to say no to.the proposed road;
- Q6. 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.**
We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**

- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 633

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation;
- Q6. 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.**
Destruction of the area that beautiful and loved by many in Chippenham and would destroy a huge chunk of wildlife habitat. This is becoming an unpleasant place to live, simply a dormitory town for Swindon and Bristol.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
I disagree with ALL the proposals and the destruction it would cause to the environment.
- Q9. 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.**
Ditto above
- Q10. 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.**
Ditto above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No comment
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No comment

Q14. How do you travel to/from Chippenham town centre?

Bus;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;Bus;

MSF 634

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
Too wide a radius around the town. Development classically infills the circle of a bypass. Journey times adversely affected by extra distance around new road.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1 ;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 635

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Forcing lazy drivers to use their feet more by having fewer roads;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I only chose this as there isn't an option stating none are suitable for the future of Chippenham
- Q9. 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.**
None of these choices are suitable for the future of Chippenham
- Q10. 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.**
None of these choices are suitable for the future of Chippenham
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I only chose this as there isn't an option stating none are suitable for the future of Chippenham
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
None of these choices are suitable for the future of Chippenham

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;Food shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 636

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
- Q4. Please let us know your post code.**
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution;
- Q6. 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.**
I object to the Road

Too much disruption , destroying wildlife habitat. Destroying land that has been farmed for generations.

Increasing the population of Chippenham to city type numbers.

The road and housing can be seen for miles , also it will be detrimental to chippenham residents mental health.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 637

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Chippenham Borough Lands Charity
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
The considerable debate and 2 webinars have served to highlight that there is no robust case for the excessive numbers of houses proposed by the Local Plan, supported by this consultation on a Distributor Road to enable their construction. If the houses are not supported or required, then the construction of this road is also unnecessary.
- We therefore strongly endorse and support the responses from Chippenham Town Council to this consultation, supported by evidence from the Council for the Protection of Rural England (CPRE). In short, we do not support any of the Options, or building this road. Any option will enable an excessive amount of building on greenfield sites at the expense of our local countryside and the consequent environmental impact. Given Wiltshire Council's declaration of a Climate Emergency, it is very difficult to support such a proposal.
- Wiltshire Council has made it very clear that this road is neither a Bypass nor a Relief Road. Some inhabitants believe that a bypass/relief road may help to alleviate Town Centre congestion and traffic issues, but that is not what is being proposed. Such a bypass would probably require a very different topology/route to deliver the optimum A4 East to A350 South connectivity.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
All Zones: This has the greatest impact on the environment, is the most expensive, affects more land plus many other factors and should be discounted.

Q9. 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.

Q10. 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.

Zone 1: The Options offered for a proposed construction of a Distributor Road do not directly cross any of our land, although an earlier proposal (Option D) did. In the Zone 1, (Lackham), there are 2 options to connect to the A350: existing roundabout at Lackham or an additional road junction and use of the Easton Road. If this proposal proceeds, then we would prefer to have it connect at the existing Lackham roundabout for two reasons:

- The roundabout offers better integration to a current traffic management system with fewer junctions, better traffic flow and hence less potential pollution from standing traffic. The dog leg seems contrived.
- The Lackham roundabout option moves the traffic further South and away from our Country Park area, thereby reducing traffic noise in this outdoor space.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 638

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

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;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;No Road;

Q6. 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.

The considerable debate and 2 webinars have served to highlight that there is no robust case for the excessive numbers of houses proposed by the Local Plan, supported by this consultation on a Distributor Road to enable their construction. If the houses are not supported or required, then the construction of this road is also unnecessary.

I therefore strongly endorse and support the responses from Chippenham Town Council to this consultation, supported by evidence from the Council for the Protection of Rural England (CPRE). In short, I do not support any of the Options, or building this road. Any option will enable an excessive amount of building on greenfield sites at the expense of our local countryside and the consequent environmental impact. Given Wiltshire Council's declaration of a Climate Emergency, it is very difficult to support such a proposal.

Wiltshire Council has made it very clear that this road is neither a Bypass nor a Relief Road. I believe that a bypass/relief road may help to alleviate Town Centre congestion and traffic issues, but that is not what is being proposed. Such a bypass would probably require a very different topology/route to deliver the optimum A4 East to A350 South connectivity.

Q7. Please rank the three potential road route options into order of preference.

Option A - Outer route ;Option B - Middle route;Option C - Inner route;

Q8. 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.

Too expensive, most destructive and intrusive.

- Q9. 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.**
 Nearly as bad as Option B
- Q10. 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 this absolutely has to go ahead, then preferred option.
 Zone 1: Stick with logical Lackham Roundabout as start point.
 Zone 2 & 3: - staggered junction proposal will be chaotic - a roundabout makes more sense.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
 Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
 The bridge over the path is expensive, higher impact and illogical.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
 Better Option if we have to have this road.
- Q14. How do you travel to/from Chippenham town centre?**
 On foot;Bicycle;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
 For leisure/social engagements;Shopping;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
 Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
 Walking;

MSF 639

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Sustainability by not building a road that encourages more motorised traffic.;
- Q6. 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.**
The documents talk about sustainability and then promote road options which will only damage the environment and encourage more motorised traffic causing even more damage to the environment. The video seems to suggest that one of the main advantages of the road is to enable people to drive to the footpaths that cross the route. It would be much better to make it easier for people to walk and cycle from their own homes rather than forcing them to drive further out from the centre of the town due to the damage to the environment caused by the proposed new roads. There seems to be very little thought applied to encouraging walking and cycling. There is much more emphasis on encouraging more road traffic.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
Damages the environment and encourages more road traffic and therefore should not be built.
- Q9. 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.**
Damages the environment and encourages more road traffic and therefore should not be built.
- Q10. 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.**
Damages the environment and encourages more road traffic and therefore should not be built.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Damages the environment and encourages more road traffic and therefore should not be built.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Damages the environment and encourages more road traffic and therefore should not be built.
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 640

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Reducing air/noise pollution;
- Q6. 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.**
At a time of Climate Emergency this plan for a road and 10000 houses, destroying the local environment and wildlife habitats should not be even considered. Your plans are a disgrace.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option A - Outer route ;Option B - Middle route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 641

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Catastrophic for the Chippenham/Pewsham environment, countryside and natural habitat !
- Q9. 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.**
Catastrophic for the Chippenham/Pewsham environment, countryside and natural habitat !
- Q10. 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.**
Catastrophic for the Chippenham/Pewsham environment, countryside and natural habitat !
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Catastrophic for the Chippenham/Pewsham environment, countryside and natural habitat !

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Catastrophic for the Chippenham/Pewsham environment, countryside and natural habitat !
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 642

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Wiltshire Council should fully consider other options, especially (1) the original route protected in the 2017 planning permission for Rowden Park; (2) A short link from Avenue La Fleche to A4 Bath Road at Rowden Surgery;
- Q6. 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.**
I have submitted further comments on issues relating to the distributor road in a separate document e-mailed to Wiltshire Council. With regards the 'Other' BOX in Question 5 above:

(a) The 'Initial Option Assessment' in the Jan. 2021 Options Assessment Report is not a proper or valid analysis. The range of initial options is too limited, and the assessment criteria chosen in 7.1 are too narrow (e.g. not related to LTP transport objectives) and biased towards large-scale housing development and a major eastern/southern distributor road.

(b) The detailed assessment of road options should take place AFTER the Chippenham Local Plan has been developed and is widely supported. It should not precede it, which is what is happening. This is bad planning.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
DEFINITELY NOT SUPPORTED - PLEASE EXAMINE OTHER ALIGNMENT OPTIONS BESIDES A, B and C

- Q9. 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.**
DEFINITELY NOT SUPPORTED - PLEASE EXAMINE OTHER ALIGNMENT OPTIONS BESIDES A, B and C
- Q10. 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.**
DEFINITELY NOT SUPPORTED - PLEASE EXAMINE OTHER ALIGNMENT OPTIONS BESIDES A, B and C
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NOT SUPPORTED - PLEASE EXAMINE OTHER ALIGNMENT OPTIONS BESIDES A, B and C and the associated links
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NOT SUPPORTED - PLEASE EXAMINE OTHER ALIGNMENT OPTIONS BESIDES A, B and C and the associated links
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF642 (cont.)

I would like to respond to the proposals for the Chippenham eastern/southern distributor road which are currently open to public consultation.

As a Chippenham resident and an experienced transport planner I am seriously concerned about the draft Wiltshire Council proposals. I believe that:

- The housing allocations are much too high for Chippenham and should be scaled-back
- The proposed site to the south of Chippenham is inappropriate and should be greatly scaled-back
- The proposed distributor road will undermine Wiltshire Council's aim of sustainable development and reducing carbon emissions. The southern distributor road in particular should be delayed (implemented but with a shorter alignment, and gradually in stages) while other more effective transport measures are prioritised

The Future Chippenham planning documents do not sufficiently examine the alternative road

alignment options for Chippenham. I would like to submit my response to the consultation in the attached document outlining these shortcomings and proposing some alternatives.

I sincerely request that Wiltshire Council will reconsider and amend the road plans for Chippenham.

MSF 643

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
Please do not build this!
- Q9. 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.**
Please do not build this!
- Q10. 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.**
Please do not build this!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Please do not build this!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Please do not build this!
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;Bicycle;

MSF 644

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bus;

MSF 645

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Do not build the road;
- Q6. 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.**
Do not build any roads that will cut through existing green spaces.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
To access the train station;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 646

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
The road is pointless. Supposedly to reduce congestion but what will 7500 extra homes do to Chippenham? Back to square one hence pointless.

Also the land it cuts through is a vital green space for humans and animals alike.

Please don't allow this road to go ahead, otherwise you will ruin our town and countryside.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road please
- Q9. 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.**
No road please
- Q10. 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.**
No road please
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road please

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

No road please

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 647

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
Do not build.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
Do not build.
- Q9. 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.**
Do not build.
- Q10. 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.**
Do not build.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Do not build.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Do not build.
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 648

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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 don't build the road;
- Q6. 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.**
The additional road and housing is not the answer. There are longer term considerations like climate change, public transport and retaining a green space for future generations. Building a massive road and huge amounts of housing is not the answer.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Option D - no road
- Q9. 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.**
Option D - no road
- Q10. 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.**
Option D - no road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 649

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
I don't think 7500 homes should be build as there are already excess traffic. Not enough amenities are in place. Particularly in terms of the healthcare provision.

The area of proposed road development is a beautiful green belt area which has been a lifeline for people's mental health during lockdown. Chippenham already had limited green outdoor space for people to enjoy.

I think building the road shows a lack of foresight from the council in terms of mental health, people's activity levels and the ongoing obesity crisis in the UK.

There are plenty of disused buildings in town that would make better sites for houses and would negate the need for an additional road. The road also has significant environmental and ecological impact. This road will destroy part of beautiful wiltshire.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
I haven't ranked them in order as I don't agree with the building of any road for unnecessary housing on the green belt, particularly on a flood plain. When houses are already being built in chippenham at an alarming rate.
- Q9. 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.**

- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Gym;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 650

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
The council is already failing to meet its climate change targets and a the proposed road will make this even more unreachable. There will be increased pollution and natural habitats for flora and fauna will be destroyed unnecessarily.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This route cuts across the Avon and Marden valleys an incalculably valuable resource for Chippenham
- Q9. 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.**
see previous answer
- Q10. 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.**
See previous answer
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;and to shop;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 651

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
I object to all potential routes of the distributor road and link road;
- Q6. 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.**
Any route will cause unnecessary and irreversible damage to the countryside and the environment.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;Walking;

MSF 652

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Do not build the road;
- Q6. 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.**
Will destroy wildlife habitat and safe cycle path and walking area
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Destruction of countryside
- Q9. 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.**
Destruction of countryside
- Q10. 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.**
Destruction of countryside
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not needed
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not needed
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 653

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Do not build the road it will destroy the landscape ;
- Q6. 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.**
As above. The new roads and houses are ruining the local area for existing residents
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
No road - do not build
- Q9. 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.**
No road - do not build
- Q10. 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.**
Do not build another road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 654

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bus;

MSF 655

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
Chippenham is a rural town and should be kept that way and not make it just lots of houses and no countryside
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
This causes the most destruction to public food paths and the countryside
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 656

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
There is no substantive evidence that this road is necessary at all, and at a time of acute climate challenge the Council should be looking more closely at public transport support. Despite the fact that this is external funding, it is still taxpayers money and it is a gross irresponsibility to spend this amount of money on this development. The consultation information refers several times to "congestion" in central Chippenham. I have lived in Chippenham for over 40 years and whilst there has been a general increase in traffic there is no serious congestion, even at peak hours.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
All these routes are severely damaging of the environment
- Q9. 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.**
All these routes are severely damaging of the environment
- Q10. 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.**
All these routes are severely damaging of the environment
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
All these routes are severely damaging of the environment
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
All these routes are severely damaging of the environment
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 657

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
The 'distributor road' is not needed and will be an environmental disaster;
- Q6. 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.**
No road is my preference
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
It is utter madness, it will destroy the Avon and Marden Valley
- Q9. 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.**
Not needed, will result in more housing, the town is already over-populated
- Q10. 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.**
Noise, pollution , just plain stupid
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 658

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
Do Not Build The Road
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**

- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 659

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Reducing air/noise pollution;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Just because funding has been received for the development of a new road does not mean it has to be taken up if it is not in the best interests of the existing population and results in real rape of the countryside. There is no need for this road. It will not make Chippenham a better place. ;
- Q6. 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.**
The provision of this proposed route opens the land up for the development of 7500 houses. We need to take greater account of our natural capital rather than just considering growth as an automatically good thing. Economic health is dependent on our environmental well-being. We also need to consider the legacy we leave for future generations. Do we really want then to be asking "why didn't you stop this"?
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 660

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
- Q6. 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.**
I do not want any road at all. The council has not made a case for thousands more houses in Chippenham, and it's targets are 5000 more houses than the government requests. It is not a proper use of our, taxpayers, money! The road and the houses, both of which we do not need, will worsen air pollution in Chippenham and the surrounding area. The environmental impact of the road and houses will be disastrous, and will destroy several local working farms that are essential for locally grown food.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I do not want any road at all. The council has not made a case for thousands more houses in Chippenham, and it's targets are 5000 more houses than the government requests. It is not a proper use of our, taxpayers, money! The road and the houses, both of which we do not need, will worsen air pollution in Chippenham and the surrounding area. The environmental impact of the road and houses will be disastrous, and will destroy several local working farms that are essential for locally grown food.
- Q9. 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.**
I do not want any road at all. The council has not made a case for thousands more houses in Chippenham, and it's targets are 5000 more houses than the government requests. It is not a proper use of our, taxpayers, money! The road and the houses, both of which we do not need, will worsen air pollution in Chippenham and the surrounding area. The environmental impact of the road and houses will be disastrous, and will destroy several local working farms that are essential for locally grown food.

Q10. 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.

I do not want any road at all. The council has not made a case for thousands more houses in Chippenham, and it's targets are 5000 more houses than the government requests. It is not a proper use of our, taxpayers, money! The road and the houses, both of which we do not need, will worsen air pollution in Chippenham and the surrounding area. The environmental impact of the road and houses will be disastrous, and will destroy several local working farms that are essential for locally grown food.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Car;On foot;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

Shopping, banking.;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 661

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution; Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
I am against building any of these three options. None of them support a reduction in traffic through the town, e.g station hill. And Monkton Park is still a massive cul de sac with no alternative entry/exit.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Train; Bus; Bicycle; On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 662

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
The Showell Protection Group
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
Like very many local residents and groups the Showell Protection Group does not support the creation of this road or the building of 5,000 + additional houses it will facilitate.

The comments in this submission do not therefore represent support for the road but are offered recognising that the Council will probably not listen to the people they serve and build it anyway.

Our comments specifically relate to Zone 1 of the proposals and Option C in particular.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No comment
- Q9. 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.**
No comment
- Q10. 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.**
ZONE 1

* It seems illogical to build an expensive roundabout on the B4528 at the western end of Option C when there is an obvious junction at the Lackham roundabout just a few hundred metres to the south as identified for Options A and B.

* Having the western junction on the B4528 adds traffic to this already busy road and adds an additional junction and road section for drivers using the distributor road.

* The western end of Option C could easily be re-located to the Lackham roundabout and still use the same planned river crossing or be merged with Option B.

* In the 'Cultural heritage' section of the Wiltshire Council 'Connecting our Communities' brochure it states 'All of the route options presented for public consultation avoid direct conflict with heritage assets'. This is not true for Option C where the western end of the road starts almost opposite the three listed properties at the Showell Farmstead.

* The proposed western end of the road opposite Showell Farm directly contradicts several of the maps in the Wiltshire Council Local Plan - Planning for Chippenham Consultation document as listed below, all of which show the distributor road coming off the Lackham roundabout.

---- Figure 8 Concept map for Site 2 and 3 South Chippenham and East of Showell Farm showing green and blue infrastructure.

---- Figure 9 Concept map showing key movement routes within and connected to Site 2 and 3 South Chippenham and East of Showell Farm.

----Figure 10 Concept map for Site 2 and 3 South Chippenham and East of Showell Farm showing urban design principles.

* The Site Selection Report for Chippenham for the Wiltshire Council Site Selection (January 2021) identifies the impact of development around Showell Farm and states: "The site is very exposed to views from the A350 which would require significant mitigation in order not to detract from the predominantly rural setting and middle distant broken views of the hills beyond. Showell Farm is a large multi yard farmstead with good survival of significant buildings. If this site were developed, in combination with sites 473 and 726994 sites development wrap around farmstead causing complete loss of setting. Farmsteads have a fundamental relationship with their surrounding hinterland and mitigation likely to be very difficult".

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

No comment

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

No comment

Q14. How do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q15. Why do you travel to/from Chippenham town centre?

Retail;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 663

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
Don't build the distributor road as it will permanently destroy our beautiful countryside and one of the main reasons so many of us have chosen to live here! Chippenham is a market town, not a city, and does not have the amenities that require such a massive road. Perhaps expanding the A4 route would be a better compromise to mitigate against congestion/environmental damage? These options currently feel like a sledgehammer solution.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
This option cuts through such a vast part of Wiltshire's lovely countryside and should be the least preferred option.
- Q9. 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.**
I prefer the way this road links to the A4 in Zone 3, so when I'm travelling from Calne to Chippenham to drop my children off at school in the north of Chippenham, it's a smoother journey, rather than the the inner route where I'd have to turn right, then left.
- Q10. 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.**
I do not like the extra roundabouts in Zone 1 and 3; they look clunky and superfluous. I do prefer the inner route at the top of zone 3 and bottom of zone 4, compared with the other two routes.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I cannot find which Pewsham link road is which easily in this consultation, so therefore cannot offer feedback or a preference.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I cannot find which Pewsham link road is which easily in this consultation, so therefore cannot offer feedback or a preference.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; To take my child to school and will soon be taking both children to schools within Chippenham;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;

MSF 664

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
no road;
- Q6. 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.**
disgraceful ...lack of thought for locals,,,,, Farmers same family have farmed the land for over 100 years .

All options go right through heir land
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
this is terrible
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 665

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
This road should not be built - the question is a distractor from the real question of whether these houses should be built at all. The council has not made a case for the scale or location of this development, which will have a hugely negative impact on the environment, on the town and will destroy currently productive farms.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Not needed for reasons given above
- Q9. 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.**
Not needed for reasons given above
- Q10. 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.**
Not needed for reasons given above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

Shopping and church ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 666

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;

Q6. 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.

I absolutely oppose the proposed bypass road and the development that will clearly follow. Firstly, we do not need to increase Chippenham's population by about 50%. This will destroy the market town feel of the town centre. We will become overpopulated heading towards the feeling of Swindon, which should be avoided at all costs. Building on our treasured surrounding countryside is a sacrilege, and in the face of the government's plan to improve biodiversity, is the complete opposite of what we need to be doing. The countryside on the outskirts of the town should be protected, not only for the future of the town (you can't undo the development), but also for the sake of the health and wellbeing of Chippenham residents and others who enjoy the local countryside. The feeling of being on the edge of the countryside is one of the factors that makes Chippenham attractive. DO NOT MAKE THE MISTAKE OF PROCEEDING WITH THIS UNWANTED ROAD OR DEVELOPMENT.

Q7. Please rank the three potential road route options into order of preference.

Option A - Outer route ; Option B - Middle route; Option C - Inner route;

Q8. 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.

This would ruin the biodiversity and local landscape of our local town, and is covered by my response in question 6. I oppose this route

Q9. 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.

This would ruin the biodiversity and local landscape of our local town, and is covered by my response in question 6. I oppose this route

- Q10. 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.**
This would ruin the biodiversity and local landscape of our local town, and is covered by my response in question 6. I oppose this route
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 667

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
Not to build the road at all is my preferred option due to the significant environmental and visual impact.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Not to build the road at all is my preferred option due to the significant environmental and visual impact.
- Q9. 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.**
Not to build the road at all is my preferred option due to the significant environmental and visual impact.
- Q10. 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.**
Not to build the road at all is my preferred option due to the significant environmental and visual impact.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not to build the road at all is my preferred option due to the significant environmental and visual impact.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not to build the road at all is my preferred option due to the significant environmental and visual impact.
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 668

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;NO ROAD;
- Q6. 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.**
Just how will a road with 7,500 houses help climate change, protect biodiversity and preserve the landscape?
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
NO ROAD
- Q9. 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.**
NO ROAD
- Q10. 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.**
NO ROAD
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO ROAD
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NO RAD
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 669

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution;
- Q6. 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.**
We want to be care for our planet and the precious wildlife. Once it's gone there is no going back, lost forever
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
No
- Q9. 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.**
No
- Q10. 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.**
No
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;Not applicable - I do not travel to/from Chippenham town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 670

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
All three options would be extremely damaging to the countryside they pass through as well as destroying several local farms yet we are being encouraged to grow and buy locally which will reduce the carbon footprint of our food. Natural habitat will be ruined and footpaths and cycleways sliced across and the Avon/Marden valley eventually destroyed. This in an area used by so many people for exercise and mental wellbeing benefits as well as visitors to the locality. Building the road and then the thousands of houses will only serve to increase the traffic and subsequently produce additional greenhouse gases. The number of proposed houses is totally disproportionate to any other developments within the county and way beyond anything requested by the government. Any statistics available will be pre Covid and so not necessarily relevant to future needs whether its housing or employment. There are already areas very prone to flooding yet building roads and houses will only serve to increase that risk and the construction of roads over the various areas of flood plain will add a great deal to the cost plus the use of many tonnes of concrete.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
See section 6
- Q9. 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.**
See section 6

- Q10. 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.**
See section 6
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping, dental/optical appointments, library, post office;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Taxi;

MSF 671

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
do not build the road;
- Q6. 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.**
Please can we NOT build any options, the avon habitat is a fantastic resource and should be protected this will likely damage the habitat and do nothing for Chippenham. With todays Climate crisis we have to do everything we can to protect resources we have.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
we do not need a new road protect the avon valley
- Q9. 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.**
we do not need a new road protect the avon valley
- Q10. 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.**
we do not need a new road protect the avon valley
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
we do not need a new road protect the avon valley
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
we do not need a new road protect the avon valley

- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 672

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not build the road;
- Q6. 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.**
We don't feel the road is necessary and will damage the country around it.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
To shop and for appointments;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;

MSF 673

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 674

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not building the road;
- Q6. 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.**
Why take acres of beautiful productive meadows to build houses for people who won't necessarily be able to work locally. Will overcrowd schools and put strain on hospitals etc.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 675

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting our lives; Climate change adaptation/mitigation;
- Q6. 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.**
this isn't just about the road its about your desire to build a disproportional number of houses on greenfield sites. Disgusting.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**

We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q9. 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.

We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q10. 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.

We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 676

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
Brown File Development. Investment in Chippenham town centre including free parking. Investment in the riverside area of the town
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Based on the criteria listed above NO ROAD should be built. This is not given as an option and I therefore question the validity of this 'consultation'. Wiltshire Council should be looking to preserve greenbelt and focus on sustainably developing Chippenham
- Q9. 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.**
NO ROAD - improper consultation criteria
- Q10. 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.**
NO ROAD - improper consultation criteria
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO ROAD

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NO ROAD
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Train;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;Food shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;Walking;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 677

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation;
- Q6. 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.**
The cycle path has during lockdown proved a valuable outdoor space for families to safely exercise and get fresh air it would be a shame to lose it
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work; For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 678

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Preserving this beautiful county for future generations;
- Q6. 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.**
DO NOT BUILD THE ROAD! The county is being eaten up by vast numbers of estates.What causes congestion on the roads? People having to travel miles to get to work,We should be thinking about the planet and not about making money for developers. The Council should be thinking about pollution caused by thousands of expensive homes being built.The increase of cars-more POLLUTION. I am shocked to hear that there are council owned farms that will be up for sale.Don't you think that they are an asset to the county? I have lived in this beautiful county for 25 years & am shocked to see how the landscape is changing.WHO IS BENEFITTING FROM THIS PROPOSAL? NOT THE TAXPAYERS BUT ONLY THE DEVELOPERS! BUT AS USUAL THE COUCIL WON'T TAKE A BLIND BIT OF NOTICE OF THE NEEDS OF THE PEOPLE OR THE NEEDS OF MAKING THE COUNTY A HEALTHY COUNTY NOT AN URBAN SPRAWL. SHAME ON YOU IF THIS GOES AHEAD!
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
DO NOT NEED THIS!
- Q9. 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.**
DO NOT NEED THIS
- Q10. 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.**

DO NOT NEED THIS

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
SHOPPING;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;

MSF 679

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing 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;
- Q6. 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.**
I have reservations for all three options put forward. Whilst I won't go into great detail, suffice it to say that I sense all have been arrived at with the housing target in mind. Whilst I understand that affordable housing is a requirement, I am left wondering if it is fulfilling the Government target which is the main priority locally rather than the long term future of our town and it being a pleasant place to reside.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 680

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Climate change adaptation/mitigation;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;Walking;

MSF 681

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Reducing air/noise pollution;Protecting and enhancing landscape and visual amenity;Easing traffic congestion and improving journey times;Preserving and protecting heritage assets;
- Q6. 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.**
Any option of the new road will harm the environment and beauty of the Marden valley. It will not cut traffic on the local country roads which has increased enormously in the last 10 years, but rather increase the possibility, it will increase pollution and economically it will bring nothing to the local area.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Objection to this route - please see ques 6.
- Q9. 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.**
Objection to this route - please see ques 6.
- Q10. 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.**
Objection to this route - please see ques 6.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
As I do not approve of the scheme, I cannot give feedback on this link option.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

As I do not approve of the scheme, I cannot give feedback on this link option.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

Food shopping occasionally;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 682

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■
- Q5. 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?**
Not to build any road;
- Q6. 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.**
A road would cause catastrophic environmental damage.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;

MSF 683

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
- Q6. 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.**
Chippenham is big enough - a bypass will suffice to take traffic from Eastern A4 over to connection with M4. We do not want or need 7000 houses built on our beautiful surrounding countryside. Where are all these people going to work? Not in Chippenham that's for sure - they will commute by car, or train - which will be more congestion and traffic build up on Station Hill - total chaos will be resumed as soon as Covid lockdown is over. We are still waiting for the extra schools, surgeries, shops that were promised when all the other ugly estates were built - the Pewsham estate residents even had the post office closed and have to go into Chippenham for the nearest one now.

Extra traffic brings pollution which is harmful to both residents and wildlife.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 684

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;When considering these issues, there should also be a consideration of a 'no road' option and the other changes that will be needed within the town to balance the creation of thousands of new homes with the increase in traffic commuting out of the town ;
- Q6. 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.**
I am conscious that chippenham suffers from traffic congestion and that some roads have high levels of noise and air pollution. However, I am concerned that building a large new road alongside thousands of new houses will make absolutely no improvements to this issue. Employment opportunities in chippenham are currently limited, and unless this changes significantly people will continue to commute out. I have two young children and am very concerned about the impact that climate change will have on their adult lives. This proposal feels a very long way from ensuring this impact is minimised.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 685

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;Protecting and enhancing biodiversity e.g. animal and plant habitats;Not building the road ;
- Q6. 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.**
We need to act now as a matter of urgency to address the climate crisis. Not building the road is the best way to address some of the issues.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Do not build either link road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Do not build this road
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 686

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution;

Q6. 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.

I feel really strongly about what is seen as the future of Chippenham by people who have not even consulted the residents of this town.

Surely this money should be better spent to help Wiltshire has a whole, not to destroy the local, precious countryside.

With the county setting a zero carbon footprint target by 2030, surely more roads, combined with the huge amount of housing will lead to further destruction of the environment and goes against everything to protect and save our planet.

We should be protecting our local town and environment for our youth, the future guardians of the town and the planet,

I live in St Peter's Close and the rat run that Lowden has become will only worsen with the huge number of houses being built. This would also apply to the volume of traffic on Bath Road, which is already difficult to cross.

On a personal note, it is a blessing to be able to leave my house and find myself in the tranquility of the countryside behind the hospital that's within a 5 minute walk. I have seen deer, hares and rabbits, so much wildlife. This is a vital habitat that has provided many memories for my children whilst growing up. I want future generations to benefit from this too.

The small development of a few houses that were built in Patterdown only a couple of years ago has resulted in parts of that road becoming flooded after heavy rainfall.

The plans will have a devastating effect. We should be protecting our planet, not destroying it.

I ask that you would kindly support the protection of Chippenham.

Kind regards,



- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
Chippenham does not need a ring road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Chippenham does not need a ring road or thousands of more houses
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Chippenham does not need a ring road or thousands of more houses
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Car;

MSF 687

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Stop the road;
- Q6. 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.**
Chippenham struggles to provide adequate leisure, thoroughfare and entertainment for its population as it is. Roads into the centre and the centre itself are too small for current levels of traffic so we don't need thousands more traveling on our tiny roads.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;Bicycle;Walking;

MSF 688

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not ruining the country side to start with ;
- Q6. 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.**
I want to see all these plans vetoed it's a disgraceful act of countryside vandalism Wiltshire is being destroyed for profit.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
Killing our countryside ruining our riverine environments
- Q9. 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.**
Killing our countryside ruining our riverine environments
- Q10. 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.**
Killing our countryside ruining our riverine environments
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Killing our countryside ruining our riverine environments
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Killing our countryside ruining our riverine environments
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Walking;Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;Car;

MSF 689

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution; Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Bus; Train;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 690

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
Reject all options. All options will increase carbon output when this needs to be cut dramatically.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 691

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 692

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation; Reducing air/noise pollution;
- Q6. 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.**
No more building or roadworks!!!
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
Not needed in any way to Chippenham.
- Q9. 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.**
Not needed in any way to Chippenham.
- Q10. 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.**
Not needed in any way to Chippenham.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF692 (cont.)

I object against the building and planning of any roads or estates in the centre and surroundings of Chippenham.

We have suffered enough with the council tax rise and as a result we should have our say in what gets planned or built upon.

MSF 693

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 694

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;Not building the road at all ;
- Q6. 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.**
Building any of those roads assumes that vast numbers of houses should/will be built. The road as proposed cannot BOTH ease current congestion whilst at the same time apparently accommodate 10,000 more cars plus all the associated traffic from the suggested increase in business and amenities. This will destroy green space, destroy habitat for animals, and goes against ambitions to fight climate change.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This road should not be built.
- Q9. 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.**
This road should not be built.
- Q10. 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.**
This road should not be built.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;To take my children to nursery;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 695

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 696

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
Personally the building of 7500 new homes to follow the relief road will catastrophically change the dynamic of the town and destroy the beautiful part of the country we're lucky enough to live in. Whilst a road would go some way into easing congestion on the town centre at rush hour, the rest of the time travelling through town by car is not a problem.

Can the current infrastructure in Chippenham really sustain such a large development? Schools, doctors, dentists, shops, public transport etc will all be impacted by a potential 7500 new homes. The lovely small town feel of Chippenham that attracted us to the area will be lost if we start to build up to match the likes of Swindon.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
Comes close to existing houses and green space.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 697

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Do not build the road;
- Q6. 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.**
I do not agree with the road and do not want it built. It will create more pollution and destroy wildlife which is already on the decline.

You also have no option to say no to the road or any road ask the people that live here first if they want this
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road
- Q9. 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.**
No road
- Q10. 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.**
No road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road

- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 698

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
- Q6. 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.**
This road is not necessary. Chippenham and the surrounding area have already had enough new housing developments more are not required by government figures, let alone wasting taxpayers money on a road to link none existence houses. This road will destroy acres and acre of productive farm land, as well as cause devastation to wild life and the environment. Our green sites need to be protected and our heritage appreciated not destroyed.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**

- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 699

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
sustainable transport is vitally important especially cycle links
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;shopping ,business;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 700

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
- Q6. 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.**
The recent, current and future building plans around Rowden and Showell have and will continue to have, an irreversible damaging effect on wildlife and the environment. This proposal will have a catastrophic impact on a much larger scale. Do Not go ahead with this project. The impact is far too damaging.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
The recent, current and future building plans around Rowden and Showell have and will continue to have, an irreversible damaging effect on wildlife and the environment. This proposal will have a catastrophic impact on a much larger scale. Do Not go ahead with this project. The impact is far too damaging.
- Q9. 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.**
The recent, current and future building plans around Rowden and Showell have and will continue to have, an irreversible damaging effect on wildlife and the environment. This proposal will have a catastrophic impact on a much larger scale. Do Not go ahead with this project. The impact is far too damaging.
- Q10. 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.**
The recent, current and future building plans around Rowden and Showell have and will continue to have, an irreversible damaging effect on wildlife and the environment. This proposal will have a catastrophic impact on a much larger scale. Do Not go ahead with this project. The impact is far too damaging.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The recent, current and future building plans around Rowden and Showell have and will continue to have, an irreversible damaging effect on wildlife and the environment. This proposal will have a catastrophic impact on a much larger scale. Do Not go ahead with this project. The impact is far too damaging.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
The recent, current and future building plans around Rowden and Showell have and will continue to have, an irreversible damaging effect on wildlife and the environment. This proposal will have a catastrophic impact on a much larger scale. Do Not go ahead with this project. The impact is far too damaging.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 701

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
There is no option of NO ROAD - that would be my choice
- Q9. 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.**
There is no option of NO ROAD - that would be my choice
- Q10. 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.**
There is no option of NO ROAD - that would be my choice
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I can't access these options properly to look at them, but if no road is an option, that is best!

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I can't access these options properly to look at them, but if no road is an option, that is best!
- Q14. How do you travel to/from Chippenham town centre?**
Train;Bicycle;On foot;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Train;Bicycle;Walking;

MSF 702

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Easing traffic congestion and improving journey times;
- Q6. 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.**
We need another road across the river
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 703

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
This road and the planned housing development that is seeking to serve is nothing short of an assault on biodiversity and the environment within the local area. Having seen the flooding we experienced during this winter this will have a dramatic effect on further flooding and considerably effect climate change further. Then fact in the effect on the existing residents of the town whom do not want urban sprawl to such an extend to happen.... if we wanted to live in a city we would have moved to one. Overall this road and the urban sprawl development plans should absolutely be stopped now!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Huge impact on biodiversity, green space, flood protection and climate change impacts from removing trees.
- Q9. 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.**
Huge impact on biodiversity, green space, flood protection and climate change impacts from removing trees.
- Q10. 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.**
Huge impact on biodiversity, green space, flood protection and climate change impacts from removing trees.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;Car;

MSF 704

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
There are enough houses being built in Chippenham area, there is no thought given to flood plane areas, habitation for birds to nest in and the sight of green fields for recreation purposes.

This money would better spent on the town centre and surrounding area, just to build a road and more housing is not the best plan for a Chippenham,

It would seem that Wiltshire Council has ignored climate change, I thought they were going for a carbon cut with increased traffic, more air pollution and more waste generated.

A real plan is required that is supported by the majority of tax payers and electors in the whole of Wiltshire.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
I do not support this option, or another massive housing estate, this just leads to destruction of the environment and increased air pollution
- Q9. 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.**
I do not support this either for the same reason above
- Q10. 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.**
I do not support this either as the reason above

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I do not support the Pewsham link due to the increase of air pollution and destruction of the environment
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I do not support this option either as above
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 705

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
- Q6. 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.**
We need to protect our green sites for future generations. Chippenham and the surrounding area have met the government figures for new homes, further building would saturate the environment - we do not need to use tax payers money to build a road that will destroy productive, food producing farm land, to serve houses that are not needed and not yet approved! Our heritage and environment needs to be protected - our wild life and green lands need to be cherished and preserved for generations to come. This road is NOT needed.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**

- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 706

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
I do not support any of the options. I am astounded this is even being considered given the additional traffic, pollution and massive loss of green belt. This at a time when Wiltshire Council claim to be environmentally aware.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Not supported
- Q9. 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.**
Not supported
- Q10. 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.**
Not supported
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not supported
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not supported
- Q14. How do you travel to/from Chippenham town centre?**
Car;

- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 707

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
Destroying the beautiful wiltshire countryside.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
This destroys too much countryside. Chippenham is a very poorly equipped town that cannot support this many people. The town needs upgrading and expanding providing jobs to the locals before providing more homes
- Q9. 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.**
This destroys too much countryside. Chippenham is a very poorly equipped town that cannot support this many people. The town needs upgrading and expanding providing jobs to the locals before providing more homes
- Q10. 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.**
This destroys too much countryside. Chippenham is a very poorly equipped town that cannot support this many people. The town needs upgrading and expanding, providing jobs to the locals before providing more homes
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This destroys too much countryside. Chippenham is a very poorly equipped town that cannot support this many people. The town needs upgrading and expanding providing jobs to the locals before providing more homes
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
This destroys too much countryside. Chippenham is a very poorly equipped town that cannot support this many people. The town needs upgrading and expanding providing jobs to the locals before providing more homes
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 708

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing 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;do NOT build the link road ;
- Q6. 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.**
The proposed houses need to be massively scaled back and certainly no link road should be built. It will ruin the countryside between Calne and Chippenham and the beautiful villages to the North East of Chippenham. House building on this scale is incredibly irresponsible, especially when there is not the infrastructure to support another 7,500 families (schools, GP surgeries etc).
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't build it
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't build it

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Taxi;

MSF 709

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Myself
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
[REDACTED]
- Q5. 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?**
Easing traffic congestion and improving journey times;
- Q6. 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.**
Fully support the road but needs to accommodate more than houses, we need more leisure and retail to support the towns people
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
This is the best option for the future of the town
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 710

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 26-35 years old

Q4. Please let us know your post code.

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Q5. 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?

Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;

Q6. 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.

We do not need an extra distributor road in Chippenham.

We do not need more industrial sites in Chippenham.

We do not need an unnecessary explosion of new housing in Chippenham.

What we do need is to protect our countryside, biodiversity in our local area and reduce our carbon footprint in and around Chippenham and throughout the rest of the county. To my understanding, Wiltshire Council declared a climate emergency recently, so constructing a road and thousands of houses doesn't really fit in with that goal.

There has recently been a gargantuan new industrial unit that has been built at junction 17 that has been sat empty since its construction. Thus making it an unnecessary waste of money. Money that could have been spent better in investing and improving our town centre and improving local public transport to encourage people to stop relying on cars.

We all know that if this road is built it will only be done to allow 7,500+ houses to be built, thus making the road redundant due to the extra cars that will be on the road because of the new houses. Then you will want to build another road to ease that traffic, which will mean more houses and then another road. The cycle is endless and devastating. Not only to our environment and biodiversity, but to our mental wellbeing too - particularly post covid. This proposed road will ultimately lead to excessive pollution - both air and physical.

Instead of building roads and houses, we should be planting trees and rewilding mass swathes of our large county. Protecting and increasing biodiversity and promoting a sustainable future is the only way we can make it out from this climate

crisis. The following website, <https://www.cbd.int/sp/targets/>, lists the climate goals the UK had from 2011 to 2020 and we failed on each target. The UK clearly isn't showing it's willing to take part in tackling the ongoing climate crisis and rapid decline in biodiversity. Just look at HS2. More unnecessary infrastructure that has already destroyed some of our country's most ancient woodlands and vital carbon catchers, and Wiltshire would just be adding to that hypocrisy.

Chippenham could be a shining example of a green town with a prosperous future. As Joni Mitchell said, you don't know what you've got 'til it's gone. Please do not allow this horrendous desecration of our countryside and listen to what our own local council have voted. We do not want this here.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
We do not need a new road and endless housing.
- Q9. 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.**
We do not need a new road and endless housing.
- Q10. 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.**
We do not need a new road and endless housing.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
We do not need a new road and endless housing.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
We do not need a new road and endless housing.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 711

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
It's a quiet, peaceful area for all of Chippenham to enjoy. Lots of runners, cyclists and walkers use this area and do not need to drive to it
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Not necessary for Chippenham to have another satellite estate, money would be better spent improving the existing town centre and local amenities rather than building on the outskirts.
- Q9. 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.**
Not necessary for Chippenham to have another satellite estate, money would be better spent improving the existing town centre and local amenities rather than building on the outskirts.
- Q10. 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.**
Not necessary for Chippenham to have another satellite estate, money would be better spent improving the existing town centre and local amenities rather than building on the outskirts.
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not necessary, don't need it
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not necessary, don't need it
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 712

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
omitting any entirely new north south road route;
- Q6. 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.**
An additional north south road route is not essential, whereas the preservation of as much agricultural/horticultural land will become an ever increasing requirement.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option A - Outer route ;Option B - Middle route;
- Q8. 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.**
This route is detrimental to all
- Q9. 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.**
This route is detrimental to all
- Q10. 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.**
This route is detrimental to all
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not needed
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Being an internal link to an unnecessary road which is not needed would obviate the need for this link also, making a saving all round.
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

Mostly my travel is "through" the town centre, but occasional trips for shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 713

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
Please do not construct any of the three routes.
- Q9. 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.**
Please do not construct any of the three routes.
- Q10. 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.**
Please do not construct any of the three routes.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Please do not construct any of the links.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Please do not construct any of the links.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 714

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
- Q6. 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.**
This plan is unsustainable It makes for high car dependency, and will worsen Wiltshire's carbon budget instead of helping the county become carbon neutral by 2030. There is no need whatsoever for this amount of housing, as the figures are based on outdated, flawed algorithms. The use of greenfield land is not warranted, as there are many alternatives for low-car or car-free housing within the town, with existing close connections to public transport corridors. Local residents do NOT wish to live on edge-of-town sites, far from the train station, high street & existing amenities. This is not an inclusive, sustainable plan.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
NO ROAD at ALL - is the best option.

This plan is unsustainable It makes for high car dependency, and will worsen Wiltshire's carbon budget instead of helping the county become carbon neutral by 2030. There is no need whatsoever for this amount of housing, as the figures are based on outdated, flawed algorithms. The use of greenfield land is not warranted, as there are many alternatives for low-car or car-free housing within the town, with existing close connections to public transport corridors. Local residents do NOT wish to live on edge-of-town sites, far from the train station, high street & existing amenities. This is not an inclusive, sustainable plan.
- Q9. 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.**
NO ROAD at ALL - is the best option.

This plan is unsustainable It makes for high car dependency, and will worsen Wiltshire's carbon budget instead of helping the county become carbon neutral by 2030. There is no need whatsoever for this amount of housing, as the figures are

based on outdated, flawed algorithms. The use of greenfield land is not warranted, as there are many alternatives for low-car or car-free housing within the town, with existing close connections to public transport corridors. Local residents do NOT wish to live on edge-of-town sites, far from the train station, high street & existing amenities. This is not an inclusive, sustainable plan.

- Q10. 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.**
NO ROAD at ALL - is the best option.

This plan is unsustainable It makes for high car dependency, and will worsen Wiltshire's carbon budget instead of helping the county become carbon neutral by 2030. There is no need whatsoever for this amount of housing, as the figures are based on outdated, flawed algorithms. The use of greenfield land is not warranted, as there are many alternatives for low-car or car-free housing within the town, with existing close connections to public transport corridors. Local residents do NOT wish to live on edge-of-town sites, far from the train station, high street & existing amenities. This is not an inclusive, sustainable plan.

- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO ROAD at ALL - is the best option.

This plan is unsustainable It makes for high car dependency, and will worsen Wiltshire's carbon budget instead of helping the county become carbon neutral by 2030. There is no need whatsoever for this amount of housing, as the figures are based on outdated, flawed algorithms. The use of greenfield land is not warranted, as there are many alternatives for low-car or car-free housing within the town, with existing close connections to public transport corridors. Local residents do NOT wish to live on edge-of-town sites, far from the train station, high street & existing amenities. This is not an inclusive, sustainable plan.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NO ROAD at ALL - is the best option.

This plan is unsustainable It makes for high car dependency, and will worsen Wiltshire's carbon budget instead of helping the county become carbon neutral by 2030. There is no need whatsoever for this amount of housing, as the figures are based on outdated, flawed algorithms. The use of greenfield land is not warranted, as there are many alternatives for low-car or car-free housing within the town, with existing close connections to public transport corridors. Local residents do NOT wish to live on edge-of-town sites, far from the train station, high street & existing amenities. This is not an inclusive, sustainable plan.

- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Train;

- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Bicycle;Train;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Train;Bicycle;Walking;

MSF 715

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
That a link road isn't built. There is no sustainable reason that could justify the destruction of acres of farm land and habitat, with the sole intention of increasing housing stock.;
- Q6. 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.**
The wanton destruction of the countryside in pursuit of additional housing and overdevelopment is absurd. There is no justifiable reasoning, and the plans do not include sufficient off-setting of carbon emissions, nor do they provide any alternatives for our native fauna and flora. There is no requirement for the new homes to have any eco credentials, and there is no guarantee that they will even be affordable.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 716

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 26-35 years old

Q4. Please let us know your post code.

██████████

Q5. 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?

Not build the road;

Q6. 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.

We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;
The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q9. 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.

We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q10. 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.

We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 717

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Baydons Meadow Wildlife Group
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
All road options are detrimental to both wildlife and human appreciation of nature. How many green spaces must we lose in order to create pointless roads and unnecessary housing. Baydons Meadow wildlife depends on an intricate balance of delicate intertwining habitats and this proposed development risks fracturing habitat connectivity and leaving our ecosystem isolated.
- Q9. 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.**
All road options are detrimental to both wildlife and human appreciation of nature. How many green spaces must we lose in order to create pointless roads and unnecessary housing. Baydons Meadow wildlife depends on an intricate balance of delicate intertwining habitats and this proposed development risks fracturing habitat connectivity and leaving our ecosystem isolated.
- Q10. 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.**
All road options are detrimental to both wildlife and human appreciation of nature. How many green spaces must we lose in order to create pointless roads and unnecessary housing. Baydons Meadow wildlife depends on an intricate balance of delicate intertwining habitats and this proposed development risks fracturing habitat connectivity and leaving our ecosystem isolated.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
All road options are detrimental to both wildlife and human appreciation of nature. How many green spaces must we lose in order to create pointless roads and unnecessary housing. Baydons Meadow wildlife depends on an intricate balance of delicate intertwining habitats and this proposed development risks fracturing habitat connectivity and leaving our ecosystem isolated.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
All road options are detrimental to both wildlife and human appreciation of nature. How many green spaces must we lose in order to create pointless roads and unnecessary housing. Baydons Meadow wildlife depends on an intricate balance of delicate intertwining habitats and this proposed development risks fracturing habitat connectivity and leaving our ecosystem isolated.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 718

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Should not even be building a road across farmland Only being done as council own the land if it were elsewhere it would be rejected for sure .Think of the environment for a change and not lining pockets ;
- Q6. 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.**
NO ROAD

IT WILL BE THE BEGINNING OF THE EBD FOR CHIPPENHAM TOWN CENTRE FOR STARTERS

THERE IS NO WORK HERE AS IT IS SO 7500 households travelling out of the area to work

Great for the environment eh
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
NO ROAD
- Q9. 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.**
NO ROAD
- Q10. 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.**
NO ROAD
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
DONT WANT THE ROAD

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

NO ROAD

Q14. How do you travel to/from Chippenham town centre?

Q15. Why do you travel to/from Chippenham town centre?

I WALK NOT THAT THERE IS MUCH THERE TO WALK FOR ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 719

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
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;Reducing 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;Protecting the green spaces around Chippenham, so not building this road;
- Q6. 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.**
We have lovely green spaces and this road will destroy them. Do not want this road. Too many houses for Chippenham, why aren't they shared out more fairly across the county?
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Do not want this option.
- Q9. 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.**
Do not want this option.
- Q10. 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.**
Do not want this option.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Do not want this option

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Do not want this option
- Q14. How do you travel to/from Chippenham town centre?**
Car;Train;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bus;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;Train;Walking;

MSF 720

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle; On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 721

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
No road, too many houses planned for Chippenham. Development needs to be considerably smaller.;
- Q6. 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.**
Need much smaller development. Plans don't take into account the impact on the town.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road
- Q14. How do you travel to/from Chippenham town centre?**

- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

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**

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Future **Chippenham**

Connecting our communities

Future Chippenham Road Route Options

Consultation Feedback Report

Appendix: W

Page 1917
July 2021

Part 2

MSF 722

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
None of these ;
- Q6. 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.**
Very opposed to the link road proposals and thousands of new homes I am going to ignore question 7 as there is no 4th option for no road
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
None I have absolutely appalled that this a proposal in the first place and I am very angry, cutting through Lacock and open countryside it is unbelievable
- Q9. 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.**
I am against this as well, there is no consideration for wildlife protecting the environment what local people want, what sort of world we will be living in post covid 19 and what our values will be around work life balance commuting to work, work from home, climate change, more cars on the roads , more roads are not the answer
- Q10. 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.**
This is the proposal I am against and most angry about, I live in pewsham and will have a direct impact upon my local area, Chippenham court knocked down in front of our eyes what a waste of resources and tax payers money no consultation that a Lidl would be built on our door step is this what local people wanted?

Wiltshire council where everyone matters is the most false statement I have heard, all they care is getting from council tax and fees, where will all these people work and go to school and to the doctors etc??

- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I have ignored question 11 as there is no option for no, this form is biased itself, and corrupt like this whole scheme there is no option to select no and only options for each road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Against

Question 16 I drive to work I am a community nurse it is not my preferred option I have no choice this is a misleading question
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping bank hair appointment ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 723

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
best route keeps to edge of housing
- Q9. 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.**
- Q10. 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.**
should not affect Stanley Park!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
most straight forward
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bus;Walking;

MSF 724

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
We don't need another 7500 houses that this road will bring ;
- Q6. 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.**
Chippenham is a market town and doesn't have the infrastructure for another 7500 houses, it'll turn into a commuter town and end up like Swindon which is a ugly town. We need to preserve the green space
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre; There's no reason to travel into the town centre as there are no decent shops;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 725

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
No road needed nor housing
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road needed,
- Q9. 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.**
No road needed
- Q10. 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.**
No road needed
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 726

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

I'd rather not say

Q4. Please let us know your post code.

■■■■ ■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;

Q6. 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.

I do not support any of the route options, as I do not support this road proposal in any form.

The construction of the road and associated housing will have a devastating impact on the natural environment and very character of Chippenham. The scale of the expansion would destroy much of what local people value about living here with no guarantee of any future benefit whatsoever for current residents.

The road would destroy vast swathes of the Avon and Marden Valley, large areas of farmland and destroy valuable natural capital. It would destroy an important Carbon sink, release huge quantities of carbon in the construction and lock in many years of greenhouse gas emissions as a result of promoting commuting. How can this possibly sit alongside Wiltshire Council's declaration of a climate emergency and the target of being carbon neutral by 2030?

Chippenham is already a commuter town with insufficient local employment. The road proposals do not generate any significant new employment opportunities, particularly when the additional 7500 houses are factored in. The proposals do not appear to comply with current best practice e.g. Spatial Planning for Health, An evidence resource for planning and designing healthier

places http://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729727/spatial_planning_for_health.pdf

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.

The countryside involved has become even more heavily used in the last year with many hundreds of local people using the footpaths, cycle tracks and river and canal side walks. This has a immeasurable impact on both physical and mental well-being. How ironic that the cover image on the consultation leaflet shows a parent and child cycling on an idyllic country cycle track - the exact environment that the proposals will in fact destroy. There has been no environmental impact assessment for this proposal.

The justification for the road is not clear and the transport and commuting models used to establish need are out of date and do not take into account changes in working practice that will inevitably result from the covid 19 pandemic.

There was no consultation prior to the HIF bid application. The road was initially misleadingly described as a relief road - see the Cratus report from the initial public events. This implied a road which would relieve congestion in the town centre. Yet any suggested benefit re congestion in the town centre must surely be hugely outweighed by the proposals for a further 7500 houses.

It is inappropriate for this consultation to take place prior to the development and approval of the Local Plan and indeed this could be construed as an attempt to pre-empt or predetermine that plan. If this proposal is to be considered prior to the adoption of the new local plan, it should surely be considered as a speculative development and judged against current Plan.

I believe that the current approach of running the road consultation in parallel to the Local Plan consultation, is disingenuous and effectively 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.

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.

The fact that that the consultation contains no option for rejecting the road outright is appalling and in breach of verbal promises made by Councillors.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

I do not support any of the route options, as I do not support this road proposal in any form.

The construction of the road and associated housing will have a devastating impact on the natural environment and very character of Chippenham. The scale of the expansion would destroy much of what local people value about living here with no guarantee of any future benefit whatsoever for current residents.

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The countryside involved has become even more heavily used in the last year with many hundreds of local people using the footpaths, cycle tracks and river and canal side walks. Access to these green spaces has a immeasurable benefit on both physical and mental well-being. How ironic that the cover image on the consultation leaflet shows a parent and child cycling on an idyllic country cycle track - the exact environment that the proposals will in fact destroy. There has been no environmental impact assessment for this proposal.

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The fact that that the consultation contains no option for rejecting the road outright is appalling and in breach of verbal promises made by Councillors.

Q9. 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.

I do not support any of the route options, as I do not support this road proposal in any form.

The construction of the road and associated housing will have a devastating impact on the natural environment and very character of Chippenham. The scale of the expansion would destroy much of what local people value about living here with no guarantee of any future benefit whatsoever for current residents.

The road would destroy vast swathes of the Avon and Marden Valley, large areas of farmland and destroy valuable natural capital. It would destroy an important Carbon sink, release huge quantities of carbon in the construction and lock in many years of greenhouse gas emissions as a result of promoting commuting. How can this possibly sit alongside Wiltshire Council's declaration of a climate emergency and the target of being carbon neutral by 2030?

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The justification for the road is not clear and the transport and commuting models used to establish need are out of date and do not take into account changes in working practice that will inevitably result from the covid 19 pandemic.

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The fact that that the consultation contains no option for rejecting the road outright is appalling and in breach of verbal promises made by Councillors.

Q10. 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.

I do not support any of the route options, as I do not support this road proposal in any form.

The construction of the road and associated housing will have a devastating impact on the natural environment and very character of Chippenham. The scale of the expansion would destroy much of what local people value about living here with no guarantee of any future benefit whatsoever for current residents.

The road would destroy vast swathes of the Avon and Marden Valley, large areas of farmland and destroy valuable natural capital. It would destroy an important Carbon sink, release huge quantities of carbon in the construction and lock in many years of greenhouse gas emissions as a result of promoting commuting. How can this possibly sit alongside Wiltshire Council’s declaration of a climate emergency and the target of being carbon neutral by 2030?

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The countryside involved has become even more heavily used in the last year with many hundreds of local people using the footpaths, cycle tracks and river and canal side walks. This has a immeasurable impact on both physical and mental well-being. How ironic that the cover image on the consultation leaflet shows a parent and child cycling on an idyllic country cycle track - the exact environment that the proposals will in fact destroy. There has been no environmental impact assessment for this proposal.

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The fact that that the consultation contains no option for rejecting the road outright is appalling and in breach of verbal promises made by Councillors.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work; For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 727

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
It avoids the farms and green spaces
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 728

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
I am not convinced by the arguments that any of these routes are necessary or that significant new housing development on farmland is required. There must be plenty of brownfield sites across Wiltshire that could be redeveloped for additional housing.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
Bus;On foot;Bicycle;Car;Train;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;Train;Bus;

MSF 729

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
Free flowing traffic reduces emissions. Queuing traffic in the town center is detrimental to peoples health. A free flowing ring road to the a4 will be a benefit. Better roads are immediately better for buses. Reduced congestion in the town center is better for buses. Less traffic on local roads is better for cyclists. The new Road should have dedicated separate cycle paths.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
Too distant from the town. Housing growth within the new boundary is excessive
- Q9. 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.**
Sensible road path, although junction with a4 needs improving. A roundabout is needed, not an offset junction. The junction near Iacock, and the frequent accidents, demonstrate why this junction proposal is not suitable.
- Q10. 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.**
Seems awkward. Too tight and twisty for a "main road".
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The need for a bridge seems excessive. Lacks value when option 3 is available
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Seems fine.
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 730

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

N/A

Q3. Which age bracket do you fall into?

I'd rather not say

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;

Q6. 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.

I do not support any route options as I do not support this road proposal in any form.

The road and associated housing will have an irrevocable detrimental impact on the natural environment and character of Chippenham. The scale of the expansion would destroy much of what local people value about living here with no guarantee of any future benefit.

The road would destroy vast swathes of the Avon and Marden Valley and destroy valuable natural capital. It would destroy an important Carbon sink, release huge quantities of carbon in the construction and lock in many years of greenhouse gas emissions as a result of promoting commuting. This appears to run completely contrary to Wiltshire Council's declaration of a climate emergency and the target of being carbon neutral by 2030

There is no Environmental Impact Assessment accompanying the road and housing proposals. Without an EIA the true environmental cost cannot be evaluated. It is therefore premature to consider the proposals and select any option until an EIA is completed and made available for peer review.

Chippenham is a commuter town with insufficient local employment. Chippenham would benefit from more employment land to decrease the outward migration of people commuting to work each day. A new distribution road would not be required if the developments took place on existing brownfield sites and on the motorway side of Chippenham.

The proposals do not comply with current best practice e.g.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729727/spatial_planning_for_health.pdf

All proposed routes would result in the establishment of a new outer boundary for Chippenham. This moving of the boundary line would have a significant psychological impact making future infill development more likely, increasing the vulnerability of remaining green space to speculative housing applications.

The justification for the road is not clear and the 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.

There appears to be no justification for a link road between the A4 and the A350 as any traffic on the A350 can easily access the motorway using the existing highway. Any traffic from Devizes or Calne currently uses Pewsham Way with little evidence of significant congestion, noise or air quality impacts, even at peak travel times.

Any suggested benefit re congestion in the town centre must surely be hugely outweighed by the proposals for a further 7500 houses. Currently Chippenham has no Air Quality Management Areas and no locations recorded as failing current UK Air Quality Standards. Consequently there is no sustainable air quality improvement argument to support the construction of the distributor road.

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Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

I do not support any route options as I do not support this road proposal in any form.

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Q9. 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.

I do not support any route options as I do not support this road proposal in any form.

The road and associated housing will have an irrevocable detrimental impact on the natural environment and character of Chippenham. The scale of the expansion would destroy much of what local people value about living here with no guarantee of any future benefit.

The road would destroy vast swathes of the Avon and Marden Valley and destroy valuable natural capital. It would destroy an important Carbon sink, release huge quantities of carbon in the construction and lock in many years of greenhouse gas emissions as a result of promoting commuting. This appears to run completely contrary to Wiltshire Council's declaration of a climate emergency and the target of being carbon neutral by 2030

There is no Environmental Impact Assessment accompanying the road and housing proposals. Without an EIA the true environmental cost cannot be evaluated. It is therefore premature to consider the proposals and select any option until an EIA is completed and made available for peer review.

Chippenham is a commuter town with insufficient local employment. Chippenham would benefit from more employment land to decrease the outward migration of people commuting to work each day. A new distribution road would not be required if the developments took place on existing brownfield sites and on the motorway side of Chippenham.

The proposals do not comply with current best practice e.g.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729727/spatial_planning_for_health.pdf

All proposed routes would result in the establishment of a new outer boundary for Chippenham. This moving of the boundary line would have a significant psychological impact making future infill development more likely, increasing the vulnerability of remaining green space to speculative housing applications.

The justification for the road is not clear and the 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.

There appears to be no justification for a link road between the A4 and the A350 as any traffic on the A350 can easily access the motorway using the existing highway. Any traffic from Devizes or Calne currently uses Pewsham Way with little evidence of significant congestion, noise or air quality impacts, even at peak travel times.

Any suggested benefit re congestion in the town centre must surely be hugely outweighed by the proposals for a further 7500 houses. Currently Chippenham has no Air Quality Management Areas and no locations recorded as failing current UK Air Quality Standards. Consequently there is no sustainable air quality improvement argument to support the construction of the distributor road.

It is inappropriate for this consultation to take place prior the development and approval of the Local Plan and indeed this could be construed as an attempt to pre-empt or predetermine that plan. If this proposal is to be considered prior to the adoption of the new local plan it should surely be considered as a speculative development and judged against current Plan.

The current approach of running the road consultation in parallel to the Local Plan consultation is disingenuous and effectively 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.

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.

The fact that that the consultation contains no option for rejecting the road outright is appalling and in breach of verbal promises made at the public meeting.

Q10. 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.

I do not support any route options as I do not support this road proposal in any form.

The road and associated housing will have an irrevocable detrimental impact on the natural environment and character of Chippenham. The scale of the expansion would destroy much of what local people value about living here with no guarantee of any future benefit.

The road would destroy vast swathes of the Avon and Marden Valley and destroy valuable natural capital. It would destroy an important Carbon sink, release huge quantities of carbon in the construction and lock in many years of greenhouse gas emissions as a result of promoting commuting. This appears to run completely contrary to Wiltshire Council's declaration of a climate emergency and the target of being carbon neutral by 2030

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The proposals do not comply with current best practice e.g. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729727/spatial_planning_for_health.pdf

All proposed routes would result in the establishment of a new outer boundary for Chippenham. This moving of the boundary line would have a significant psychological impact making future infill development more likely, increasing the vulnerability of remaining green space to speculative housing applications.

The justification for the road is not clear and the 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.

There appears to be no justification for a link road between the A4 and the A350 as any traffic on the A350 can easily access the motorway using the existing highway. Any traffic from Devizes or Calne currently uses Pewsham Way with little evidence of significant congestion, noise or air quality impacts, even at peak travel times.

Any suggested benefit re congestion in the town centre must surely be hugely outweighed by the proposals for a further 7500 houses. Currently Chippenham has no Air Quality Management Areas and no locations recorded as failing current UK Air Quality Standards. Consequently there is no sustainable air quality improvement argument to support the construction of the distributor road.

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The fact that that the consultation contains no option for rejecting the road outright is appalling and in breach of verbal promises made at the public meeting.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I do not support any route options as I do not support this road proposal in any form.

The road and associated housing will have an irrevocable detrimental impact on the natural environment and character of Chippenham. The scale of the expansion would destroy much of what local people value about living here with no guarantee of any future benefit.

The road would destroy vast swathes of the Avon and Marden Valley and destroy valuable natural capital. It would destroy an important Carbon sink, release huge quantities of carbon in the construction and lock in many years of greenhouse gas emissions as a result of promoting commuting. This appears to run completely contrary to Wiltshire Council's declaration of a climate emergency and the target of being carbon neutral by 2030

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therefore premature to consider the proposals and select any option until an EIA is completed and made available for peer review.

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The proposals do not comply with current best practice e.g.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729727/spatial_planning_for_health.pdf

All proposed routes would result in the establishment of a new outer boundary for Chippenham. This moving of the boundary line would have a significant psychological impact making future infill development more likely, increasing the vulnerability of remaining green space to speculative housing applications.

The justification for the road is not clear and the 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.

There appears to be no justification for a link road between the A4 and the A350 as any traffic on the A350 can easily access the motorway using the existing highway. Any traffic from Devizes or Calne currently uses Pewsham Way with little evidence of significant congestion, noise or air quality impacts, even at peak travel times.

Any suggested benefit re congestion in the town centre must surely be hugely outweighed by the proposals for a further 7500 houses. Currently Chippenham has no Air Quality Management Areas and no locations recorded as failing current UK Air Quality Standards. Consequently there is no sustainable air quality improvement argument to support the construction of the distributor road.

It is inappropriate for this consultation to take place prior the development and approval of the Local Plan and indeed this could be construed as an attempt to pre-empt or predetermine that plan. If this proposal is to be considered prior to the adoption of the new local plan it should surely be considered as a speculative development and judged against current Plan.

The current approach of running the road consultation in parallel to the Local Plan consultation is disingenuous and effectively 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.

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.

The fact that that the consultation contains no option for rejecting the road outright is appalling and in breach of verbal promises made at the public meeting.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I do not support any route options as I do not support this road proposal in any form.

The road and associated housing will have an irrevocable detrimental impact on the natural environment and character of Chippenham. The scale of the expansion would destroy much of what local people value about living here with no guarantee of any future benefit.

The road would destroy vast swathes of the Avon and Marden Valley and destroy valuable natural capital. It would destroy an important Carbon sink, release huge quantities of carbon in the construction and lock in many years of greenhouse gas emissions as a result of promoting commuting. This appears to run completely contrary to Wiltshire Council's declaration of a climate emergency and the target of being carbon neutral by 2030

There is no Environmental Impact Assessment accompanying the road and housing proposals. Without an EIA the true environmental cost cannot be evaluated. It is therefore premature to consider the proposals and select any option until an EIA is completed and made available for peer review.

Chippenham is a commuter town with insufficient local employment. Chippenham would benefit from more employment land to decrease the outward migration of people commuting to work each day. A new distribution road would not be required if the developments took place on existing brownfield sites and on the motorway side of Chippenham.

The proposals do not comply with current best practice e.g.
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All proposed routes would result in the establishment of a new outer boundary for Chippenham. This moving of the boundary line would have a significant psychological impact making future infill development more likely, increasing the vulnerability of remaining green space to speculative housing applications.

The justification for the road is not clear and the 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.

There appears to be no justification for a link road between the A4 and the A350 as any traffic on the A350 can easily access the motorway using the existing highway. Any traffic from Devizes or Calne currently uses Pewsham Way with little evidence of significant congestion, noise or air quality impacts, even at peak travel times.

Any suggested benefit re congestion in the town centre must surely be hugely outweighed by the proposals for a further 7500 houses. Currently Chippenham has no Air Quality Management Areas and no locations recorded as failing current UK Air Quality Standards. Consequently there is no sustainable air quality improvement argument to support the construction of the distributor road.

It is inappropriate for this consultation to take place prior the development and approval of the Local Plan and indeed this could be construed as an attempt to pre-empt or predetermine that plan. If this proposal is to be considered prior to the adoption of the new local plan it should surely be considered as a speculative development and judged against current Plan.

The current approach of running the road consultation in parallel to the Local Plan consultation is disingenuous and effectively 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.

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.

The fact that that the consultation contains no option for rejecting the road outright is appalling and in breach of verbal promises made at the public meeting.

Q14. How do you travel to/from Chippenham town centre?

On foot;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 731

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Not building the road and protecting the current environment. It is disgraceful that we have not been asked whether we want this road.;
- Q6. 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.**
It appears that the only option is to have a road. It is a disgrace that such a lovely part of the local countryside which has been heavily used and enjoyed over the last year should be destroyed for a road and houses without any public consultation whether this is actually the direction this town should take.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
None of these routes should happen
- Q9. 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.**
None of these routes should happen.
- Q10. 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.**
None of these routes should happen.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
None of these options should happen.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
None of these options should happen.

- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping and school.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Train;

MSF 732

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
It's horrific, it's destroying landscapes, habitats and clear air spaces for people to be physically active but also its places that change peoples mental health for the better that are vital to the local pewsham community. We can't even fill the new build houses being built within chippenham. There is no need for more, especially when new build houses are built with so many problems.
- Q9. 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.**
It's horrific, it's destroying landscapes, habitats and clear air spaces for people to be physically active but also its places that change peoples mental health for the better that are vital to the local pewsham community. We can't even fill the new build houses being built within chippenham. There is no need for more, especially when new build houses are built with so many problems.
- Q10. 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.**
It's horrific, it's destroying landscapes, habitats and clear air spaces for people to be physically active but also its places that change peoples mental health for the better that are vital to the local pewsham community. We can't even fill the new build houses being built within chippenham. There is no need for more, especially when new build houses are built with so many problems. It's horrific, it's destroying

landscapes, habitats and clear air spaces for people to be physically active but also its places that change peoples mental health for the better that are vital to the local pewsham community. We can't even fill the new build houses being built within chippenham. There is no need for more, especially when new build houses are built with so many problems.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 1;Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.
It's horrific, it's destroying landscapes, habitats and clear air spaces for people to be physically active but also its places that change peoples mental health for the better that are vital to the local pewsham community. We can't even fill the new build houses being built within chippenham. There is no need for more, especially when new build houses are built with so many problems.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.
It's horrific, it's destroying landscapes, habitats and clear air spaces for people to be physically active but also its places that change peoples mental health for the better that are vital to the local pewsham community. We can't even fill the new build houses being built within chippenham. There is no need for more, especially when new build houses are built with so many problems.

Q14. How do you travel to/from Chippenham town centre?
Bus;Train;On foot;

Q15. Why do you travel to/from Chippenham town centre?
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Walking;Train;Bus;

MSF 733

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 734

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
I don't want any of these routes. I don't v think a new road is the way to go at all
- Q9. 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.**
As above
- Q10. 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.**
As above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
As above
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
As above
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;Walking;

MSF 735

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Reducing 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;
- Q6. 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.**
We need to protect the wildlife habitat and our green spaces between villages and towns
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Nothing in the town centre so don't shop there;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 736

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
Please don't build the road
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
It would damage countryside, advantage of Chippenham is it's a small town that means you can walk out of it and not drive. People would most likely be working elsewhere and commuting
- Q9. 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.**
It would damage countryside, advantage of Chippenham is it's a small town that means you can walk out of it and not drive. People would most likely be working elsewhere and commuting
- Q10. 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.**
It would damage countryside, advantage of Chippenham is it's a small town that means you can walk out of it and not drive. People would most likely be working elsewhere and commuting
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

It would damage countryside, advantage of Chippenham is it's a small town that means you can walk out of it and not drive. People would most likely be working elsewhere and commuting

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

It would damage countryside, advantage of Chippenham is it's a small town that means you can walk out of it and not drive. People would most likely be working elsewhere and commuting

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 737

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
We need to focus on improving our planets biodiversity, there will be a lot of animals and habitats that will be destroyed, we need more woodlands filled with trees and meadows full of flowers to help insect species that are important for pollination, not more housing. the more of nature we destroy in the long run there will be nothing left but a hollow land, with no soul.

There shouldn't be houses built on green land sites ruining landscapes, there are plenty of usable brown land sites out there that could be built and improved on.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
I have no comment on the issue because there should be no ring rounds put in place, its a waste of green land and will impacted habitats, fauna and flora species
- Q9. 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.**
I have no comment on the issue because there should be no ring rounds put in place, its a waste of green land and will impacted habitats, fauna and flora species
- Q10. 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.**
I have no comment on the issue because there should be no ring rounds put in place, its a waste of green land and will impacted habitats, fauna and flora species

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 738

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
n/a
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; No more development around Pewsham;
- Q6. 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.**
No more development around Pewsham. There are already way too many houses packed into a tiny area, with next to no amenities. And certainly nothing between Abbeyfields School and the roundabout heading towards Studley. The two things that ARE needed more in Chippenham are more bus routes within the town and a few full size department stores in the town centre. Also much better publicised town events. Currently advertising of events is woeful and has been for years.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
No more roads wanted or needed on the outside of Chippenham and nowhere near 7,000 new homes needed. Any new ones must be evenly spread around the county (WHICH INCLUDES SWINDON) and Pewsham and its eastern edge must not be continually be targetted. It is already overpopulated for a small area.
- Q9. 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.**
No more roads wanted or needed on the outside of Chippenham and nowhere near 7,000 new homes needed. Any new ones must be evenly spread around the county (WHICH INCLUDES SWINDON) and Pewsham and its eastern edge must not be continually be targetted. It is already overpopulated for a small area.

- Q10. 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.**
No more roads wanted or needed on the outside of Chippenham and nowhere near 7,000 new homes needed. Any new ones must be evenly spread around the county (WHICH INCLUDES SWINDON) and Pewsham and its eastern edge must not be continually be targetted. It is already overpopulated for a small area.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No extra housing wanted in or around Pewsham and no new roads needed or wanted either.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No extra housing wanted in or around Pewsham and no new roads needed or wanted either.
- Q14. How do you travel to/from Chippenham town centre?**
Bus;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bus;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Train;Walking;

MSF 739

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not to build the road; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
Do not build the road and kill my home town by turning it into another Swindon !!!! No to 7500 houses the scale is well over what we need ! With the potential of another 1500 cars on our roads this is unacceptable !!!!!!!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
NO ROAD
- Q9. 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.**
NO ROAD
- Q10. 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.**
NO ROAD
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No to the road and the houses this is an outrageous nonsense waste of money !!! Money should be spent on putting back the heart of the town that the councils in the past have ripped out of Chippenham !

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

NO TO THE ROAD

Q14. How do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q15. Why do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;The town centre is empty so don't shop there anymore !!;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 740

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
I believe its too vast and too close to the wilts berks canal in zone 2. Lots of wildlife there which is helped from bowden Estate. Also with the increased infilling of houses I believe flooding will become a real issue on the Avon River and put further strain at Melksham and beyond.
- Q9. 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.**
Again the same as above.
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;Train;

MSF 741

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This seems like the least invasive of areas I like to enjoy with my children for fresh air and exercise (my child suffers asthma)
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 742

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.'**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;Whether the road is in fact needed. I think this consultation should be about the housing more than whether a road should be built.;
- Q6. 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.**
All three options seem to assume that we should build 7,500 homes on green field sites, rather than addressing a 5,000 housing need (in Wiltshire) in other ways such as redeveloping dilapidated properties and on brownfield sites. Therefore the whole premise of the options seems flawed.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
See above
- Q9. 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.**
See above
- Q10. 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.**
See above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
See above

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

See above

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

To shop;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 743

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Keeping our green belt land once lost it is gone;
- Q6. 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.**
This road is an excuse to build too many houses that are not required. There is no infrastructure to support this. No decent town centre with shops, not enough doctor's surgeries or schools etc.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
We will lose too much countryside and wildlife, such a sacrifice.
- Q9. 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.**
Again, this encroaches on green belt land which would fall prey to thousands of unnecessary houses and would result in loss of habitat and wildlife.
- Q10. 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.**
As per the previous comments.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I have no preference, I feel they are all poorly located so that houses can be built.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
As above
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; To use the limited shops and cash points etc;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking; Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 744

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
None of the distributor/link road options are acceptable.;
- Q6. 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.**

The requirement for a distributor/link road East and South of the town is predicated on the existence of a planned 7500 new homes, very few of which will likely be required post-Covid. The new houses are already being proposed for 'ease of commuting', which not only goes against Wiltshire Council's own environmental policy, but also against Chippenham PC, Calne PC, and Calne Without PC Local Plans for future housing and employment needs, environmental considerations, access to healthy and beautiful countryside, improvement of local towns and amenities, and careful stewardship of our wonderful, historic, Wiltshire towns and landscape for future generations.

You are demanding that we vote on the link/distributor road routes in isolation. Your promotional video and route map show the three routes in stately isolation - with little or no real physical, ecological or social context. THIS IS NONSENSE.

The full extent of the housing conurbations currently proposed for the countryside surrounding Chippenham cannot be ignored.

So, I have at least three further major concerns with the entire plan for this area - irrespective of which road route is chosen:

1/. Where are all the new people going to shop? New, local amenities may satisfy small, daily needs. But the two nearest town centres, in Chippenham and Calne, are both woefully inadequate for their current populations, with town and county councils for years being unable to plan or fund further phased town centre development. As a result, a huge number of unnecessary road trips are needed for out-of-town, or out-of-area shopping. What is the use of further expansion if the basic requirement for reasonable local shopping cannot be managed? If the future plan also proposes integrated local transport to minimise car journeys, who is going to use it just to travel to the same old (poorly planned, soulless) inadequate town centres. There will still be better nearby shopping centres that require even more car journeys.

2/. Whichever link/distributor road route you choose, the housing it enables will reach as far as the Forest Gate Business Park along the A4. In fact, the housing will reach as far as the fields being proposed for the 200 acre of Eden Renewables/Bowood Park/Lansdowne 49.9 MW Solar 'Power Station'. Therefore, unless we plan carefully, the entire area north of the A4 from Chippenham to Derry Hill will be urbanised or industrialised, with a huge loss of countryside and visual amenity - for locals and travellers alike. Worse, many of the houses proposed for Comparison Zone 3, on the rising land approaching Chippenham, will have bird's eye views of the solar power station. And worse still, the Marden Valley will lose its serene tranquility and much of its natural wildlife habitat. Once again, going against local and county council 'red lines'.

3/. The new road route will not reduce traffic or congestion. In fact, nationally, county councils have often noted up to 15% more traffic after distributor roads are built. So, in a few years time, will the enlarged Chippenham conurbation need a full Ring Road? And will this require even more houses and employment land?

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
As Answer '6', above
- Q9. 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.**
As Answer '6', above
- Q10. 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.**
As Answer '6', above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Any further links connecting to Pewsham Way will make it even busier and exacerbate rush-hour build-up of traffic.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Any further links connecting to Pewsham Way will make it even busier and exacerbate rush-hour build-up of traffic.
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Occasional grocery shopping only;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 745

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Not turning Chippenham into Swindon;
- Q6. 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.**
Chippenham does not want or need to become another Swindon.

There is no need for this development and this consultation is biased.

The people responding to this 'consultation' do not want any of these options. It is a bogus consultation and you, the person reading this, should personally feel ashamed for any part you have had in it's creation. Shame on you. You're better than this.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Option D. None of the above - Do not turn Chippenham into Swindon
- Q9. 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.**
Option D. None of the above - Do not turn Chippenham into Swindon
- Q10. 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.**
Option D. None of the above - Do not turn Chippenham into Swindon
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Option 4. None of the above - Do not turn Chippenham into Swindon

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Option 4. None of the above - Do not turn Chippenham into Swindon
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
To view the countryside that is essential to the character of the town.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 746

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

████████

Q5. 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?

Climate change adaptation/mitigation;Reducing 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;In view of my choices above, I think that having no distributor road should be an option. I cannot see how the road will benefit anyone or anything living in the environs of Chippenham. ;

Q6. 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.

I feel VERY strongly that Chippenham does not need a new/additional distributor road, nor does it need an additional 7500 houses, or the destruction of its beautiful & much valued surrounding countryside.

The town is small; on your own signage it is described as a Historic Market Town. Your plans for a new distributor road & vast numbers of new houses do not support this, and the town itself cannot support this degree of growth.

You talk about reducing congestion but how on earth would the likely arrival of perhaps 10,000 more cars into Chippenham reduce congestion or pollution, or improve the health of the current residents?! There is minimal congestion in Chippenham & your efforts to improve traffic flow only make things slower e.g. traffic lights at the top of New Road causing tailbacks in all directions.

I feel very strongly that these plans should be put on hold until Lockdown has been lifted and traffic flow can be reassessed. I think you will find that there continues to be lower levels of commuting, & quite probably no significant benefit from significant developments such as Sadlers Mead car park, built at our expense.

Somebody needs to seriously put a stop to this before Chippenham becomes one vast faceless orange brick housing estate, wiping out beautiful areas of countryside, & dwarfing the history & culture of the place. I am VERY concerned that the proposed development areas extend OUTSIDE of even the outer proposed road. So where exactly will Chippenham end?!! I am so disgusted by these plans & Wiltshire Council's view on what is right for the area, that I am already thinking about moving away. The damage you've already done at Birds Marsh Wood is immensely upsetting

to see. Please LISTEN to the people who live here & think about whether you want to be responsible for the further destruction of our planet.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
As per my comments above: no new road (or houses) are necessary.
- Q9. 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.**
NO NEW ROAD OR HOUSES
- Q10. 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.**
NO NEW ROAD OR HOUSES
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO NEW ROAD OR HOUSES
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NO NEW ROAD OR HOUSES
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping!!;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF746 (cont.)

To whom it may concern,
Please:

1. Stop trying to develop a town that doesn't need or want it, and would be swapped by it.
2. Focus on preserving (& better maintaining!) the town as it is.
3. Stop destroying the beautiful Wiltshire countryside & the habitats of all the animals that share this planet with us. You've done enough damage already.
4. Think about the health & wellbeing of the people who already live here.
5. STOP ALL PLANS otherwise where does it end?!!

MSF 747

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
I do not think the road should be built before much more discussion of the need for and location of so many houses, balanced against such an enormous loss of amenity, wildlife, beauty of nature, peace and quiet and agricultural land. What we are losing should not be sacrificed to increased traffic, air and light pollution, flooding and loss of wildlife.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
This is the most destructive proposal. A by-pass. A huge bite into pristine unspoilt countryside. Vandalism on a scale that posterity will never forgive. What a legacy.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

very occasional shopping, post office etc.;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 748

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
Don't build the road it will kill the beautiful countryside. Building the amount of homes you plan to is ridiculous. The area can't cope with it. It will completely destroy the charm of the area. It will turn into one big disgusting urban sprawl.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Don't waste the money on ruining the area.
- Q9. 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.**
Don't build it.
- Q10. 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.**
Do not build this one either. Forgot the whole preposterous idea.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
Try to avoid the place ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 749

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
There is no requirement for a new road;
- Q6. 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.**
At a time when we should be protecting the environment there is no justification for a new road which will not only destroy acres of beautiful countryside but would bring damaging pollution from cars. If you build it you would destroy farms and livelihoods when we need to be supporting local food production. There are two perfectly good roads called the A350 and A4 which would be quite capable of supporting traffic if they were properly maintained and, for the A350, turned into a proper dual carriageway instead of the current mix and match which causes congestion and increased pollution when the road narrows back to single lanes. Improve and make more efficient what already exists instead of building new ones and destroying more countryside. National Government does not require Chippenham to have 7500 new houses so there is absolutely no need for any new road.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
This road is not needed and will cause immense damage to the environment
- Q9. 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.**
This road is not needed and will cause immense damage to the environment
- Q10. 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.**
This road is not needed and will cause immense damage to the environment
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This road is not needed and will cause immense damage to the environment
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
This road is not needed and will cause immense damage to the environment
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 750

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;NOT BUILD ANY NEW DISTRIBUTOR ROAD;
- Q6. 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.**
It is a wholly unsustainable action to promote a new road and the attached development within an area of sensitive open countryside. The proposals fly in the face of the climate crisis statements previously issued by the council and have been progressed out in an underhand and arrogant manner. Such development is not required in this area. I am not against the organic growth of Chippenham town but this is not organic and not growth in the normal sense. Your proposals could almost double the size of the town and flood the open spaces with inappropriate housing for commuters. It would also physically flood the remaining valley land. The proposals would also destroy valuable farmland that has good use now and is needed for future generations.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
It is a wholly unsustainable action to promote a new road and the attached development within an area of sensitive open countryside. The proposals fly in the face of the climate crisis statements previously issued by the council and have been progressed out in an underhand and arrogant manner. Such development is not required in this area. I am not against the organic growth of Chippenham town but this is not organic and not growth in the normal sense. Your proposals could almost double the size of the town and flood the open spaces with inappropriate housing for commuters. It would also physically flood the remaining valley land.

- Q9. 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.**
It is a wholly unsustainable action to promote a new road and the attached development within an area of sensitive open countryside. The proposals fly in the face of the climate crisis statements previously issued by the council and have been progressed out in an underhand and arrogant manner. Such development is not required in this area. I am not against the organic growth of Chippenham town but this is not organic and not growth in the normal sense. Your proposals could almost double the size of the town and flood the open spaces with inappropriate housing for commuters. It would also physically flood the remaining valley land.
- Q10. 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.**
It is a wholly unsustainable action to promote a new road and the attached development within an area of sensitive open countryside. The proposals fly in the face of the climate crisis statements previously issued by the council and have been progressed out in an underhand and arrogant manner. Such development is not required in this area. I am not against the organic growth of Chippenham town but this is not organic and not growth in the normal sense. Your proposals could almost double the size of the town and flood the open spaces with inappropriate housing for commuters. It would also physically flood the remaining valley land.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It is a wholly unsustainable action to promote a new road and the attached development within an area of sensitive open countryside. The proposals fly in the face of the climate crisis statements previously issued by the council and have been progressed out in an underhand and arrogant manner. Such development is not required in this area. I am not against the organic growth of Chippenham town but this is not organic and not growth in the normal sense. Your proposals could almost double the size of the town and flood the open spaces with inappropriate housing for commuters. It would also physically flood the remaining valley land.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
It is a wholly unsustainable action to promote a new road and the attached development within an area of sensitive open countryside. The proposals fly in the face of the climate crisis statements previously issued by the council and have been progressed out in an underhand and arrogant manner. Such development is not required in this area. I am not against the organic growth of Chippenham town but this is not organic and not growth in the normal sense. Your proposals could almost double the size of the town and flood the open spaces with inappropriate housing for commuters. It would also physically flood the remaining valley land.
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF750 (cont.)

here is my response and strong objections to all of your HIF roads proposal.

I, and all the local people with whom I have discussed this, do not wish to have any new distributor road and its associated over-development forced on us in such an undemocratic manner and such a poorly promoted process.

I object to the gross over-provision of housing that is not justified by current demand, unless you count the wanton greed of some developers, or count the misguided notion of a county council who may wish to force yet more out-of-area-commuters into this one-time market town, or count the illogicality of a strategic planning authority who see the open countryside for exploitation, or foresee some sudden increase in local industry that will not only fill all the vacant properties around here but require even more space - for what?.... distribution sheds that operate with a handful of low-paid employees? There are not enough local employment sources to discourage out-of-area-commuting. There will be a need for additional schooling, medical facilities and other more basic infrastructure that will not be got from the proceeds of development of these sites alone. If additional retail and village centres are built to support your housing proposals these will further deplete the town centre gravity and there will be a loss of community to those that live here now.

There are brownfield, vacant and under-developed sites within the town just now that with some ingenuity, financial incentive and positive promotion - maybe also essential compulsory purchase - could maybe provide sufficient development potential. This, added to the schemes that currently have planning consent, would be a better starting point than your new road strategy.

I would respectfully refer you back to your own sustainability policies, your declared climate emergency statements and your stated conservation and ecological aims for the area of Wiltshire. Why then would you promote this new rampant development in such an uncontrolled manner? If you still feel the need to promote development then carry out a proper strategic review, present it as part of a revised local plan that can be discussed and democratically resolved at local level.

Organic growth is what should be considered if and only if it is felt necessary by the people who live around here. Destruction of farmland is not a good way to conserve what diminishing countryside is remaining between the already engrossed townships in this area. The River Avon hinterland has some wonderful flora and fauna that has established a symbiotic relationship with the people who live, work and move around about it. All this is there for local residents to enjoy close by to Chippenham town. Most if not all of this would change by ringing the town with impenetrable housing development. You may dress up development proposals with such jargon as wildlife corridors, green fingers of land and integrated landscaping but in reality they will end up as land-locked mini-parks with over-manicured featureless planting from the developers' standard landscape kit of parts.

Ecologically what is likely to happen is: the deer will go and not return, the otters will

disappear, the larger birds and the migratory flocks will no longer fly in to feed on the meadows, surface water will be constrained in artificial swales and catchments that will become alternating wet/dry swamps in inhospitable leftover areas. IF a tremendous amount of design expertise and a lot of extra money would be invested in your new development proposals - minus the unnecessary distributor road - then some of the destruction could be mitigated BUT in reality this will not happen, will it? Housing developments of this nature - and proven by all recent housing estates in the area - do not attract high-end designers with sustainability-driven budgets. The county council gets the money for the road, you get money from selling the farmland and you get rateable value from the built properties, whilst the developers maximise their profit by whatever minimum design standards they can achieve.

Environmental damage will be done on a large scale from these proposals with floodwater issues, air, noise and light pollution introduced all around the town. The predominant winds are south/south-west and so the additional pollution as a result of the development will forever carry over the rest of the town. The night skies will be adversely lit all around despite whatever clever lighting controls are employed. Just as important would be the wholly negative effect on the quality of life for those who live and visit Chippenham - the open vistas to countryside and the feeling of being within an accessible landscape would disappear, curtailed by a busy heavily-trafficked road and walled in by nondescript and introverted housing estates typical of anywhere in England.

Peak and background traffic noise will be a constant scourge, particularly from the elevated sections of distributor road. This road proposal has been variously described by your agents as a ring road, a relief road, a bypass and finally a distributor road for Chippenham. In reality it would attempt to be all of these roads - and with an improved access to the A4 through route, there would be unbearable and unhealthy ring road traffic speeding along it all to the detriment of whatever unfortunate housing lined the route. Heavy vehicles should not be encouraged on a so-called distributor road, but they will be attracted by the more direct routes to the M4 and other destinations out of town. The noise and air pollution would be unnecessarily and significantly worsened by your proposals.

This roads proposal is the result of an unsustainable policy, poorly considered strategy, lazy design and shockingly disengaged government from Wiltshire Council.

I have also answered the online form as far as possible but it is such a biased and limiting device that it cannot cater for any reasonably argued comments other than those in agreement - and I am firmly NOT in agreement.

MSF 751

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Taxi;

MSF 752

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; NOT building any new distributor road;
- Q6. 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.**
It is a wholly unsustainable action to promote a new road and the attached development within an area of sensitive open countryside. The proposals fly in the face of the climate crisis statements previously issued by the council and have been progressed out in an underhand and arrogant manner. Such development is not required in this area. I am not against the organic growth of Chippenham town but this is not organic and not growth in the normal sense. Your proposals could almost double the size of the town and flood the open spaces with inappropriate housing for commuters. It would also physically flood the remaining valley land. The proposals would also destroy valuable farmland that has good use now and is needed for future generations.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
It is a wholly unsustainable action to promote a new road and the attached development within an area of sensitive open countryside. The proposals fly in the face of the climate crisis statements previously issued by the council and have been progressed out in an underhand and arrogant manner. Such development is not required in this area. I am not against the organic growth of Chippenham town but this is not organic and not growth in the normal sense. Your proposals could almost double the size of the town and flood the open spaces with inappropriate housing for commuters. It would also physically flood the remaining valley land. The proposals would also destroy valuable farmland that has good use now and is needed for future generations.

Q9. 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.

It is a wholly unsustainable action to promote a new road and the attached development within an area of sensitive open countryside. The proposals fly in the face of the climate crisis statements previously issued by the council and have been progressed out in an underhand and arrogant manner. Such development is not required in this area. I am not against the organic growth of Chippenham town but this is not organic and not growth in the normal sense. Your proposals could almost double the size of the town and flood the open spaces with inappropriate housing for commuters. It would also physically flood the remaining valley land. The proposals would also destroy valuable farmland that has good use now and is needed for future generations.

Q10. 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.

It is a wholly unsustainable action to promote a new road and the attached development within an area of sensitive open countryside. The proposals fly in the face of the climate crisis statements previously issued by the council and have been progressed out in an underhand and arrogant manner. Such development is not required in this area. I am not against the organic growth of Chippenham town but this is not organic and not growth in the normal sense. Your proposals could almost double the size of the town and flood the open spaces with inappropriate housing for commuters. It would also physically flood the remaining valley land. The proposals would also destroy valuable farmland that has good use now and is needed for future generations.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

It is a wholly unsustainable action to promote a new road and the attached development within an area of sensitive open countryside. The proposals fly in the face of the climate crisis statements previously issued by the council and have been progressed out in an underhand and arrogant manner. Such development is not required in this area. I am not against the organic growth of Chippenham town but this is not organic and not growth in the normal sense. Your proposals could almost double the size of the town and flood the open spaces with inappropriate housing for commuters. It would also physically flood the remaining valley land. The proposals would also destroy valuable farmland that has good use now and is needed for future generations.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

It is a wholly unsustainable action to promote a new road and the attached development within an area of sensitive open countryside. The proposals fly in the face of the climate crisis statements previously issued by the council and have been progressed o

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;I am disabled and need to use a car when leaving my house. ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 753

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
This option is acceptable.
- Q9. 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.**
This option is acceptable to me and is preferred. I support the need for this new level of connectivity if the 2 sides of the town.
- Q10. 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.**
It doesn't seem to make sense to start it at the western end anywhere other than at the lackham college roundabout, as is detailed in the other options. Any reasons you may offer around difficulties with negotiations with landowners should have no bearing on what the preferred option is.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Taxi;Car;

MSF 754

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
You're wanting to make monkton park more biodiverse, yet we have beautiful countryside already prospering becoming naturally diverse, what's the point. Chippenham does not have the facilities to accommodate the amount of houses. We live in a beautiful part of Wiltshire just open your eyes and listen. You are unbelievable. I'm disgusted to see you wanting to tear up countryside already blossoming for your own selfish needs.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
Not want it
- Q9. 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.**
Not want it
- Q10. 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.**
Not want it
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not want it

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Not want it

Q14. How do you travel to/from Chippenham town centre?

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 755

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
Is it necessary to build a road? It will not reduce congestion as it will increase the number of cars driving into Chippenham town centre for leisure purposes etc. Building a road will destroy green space and reduce farm land needed to produce local food which is environmentally sustainable. Why is the council proposing to build many more houses than the government target - we need to be reducing our environmental impact to protect the planet from climate change.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;

MSF 756

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
Do not build the road. There will be a significant lose to accessible countryside for Chippenham residents, particularly for Pewsham residents who can currently be in the countryside with minimal noise and air pollution within 5/10 minutes of walking from the estate. And alot of Chippenham residents travel to this area to enjoy the countryside.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Do not build this road. Far too much countryside will be ruined and infilled with housing. Also runs very close to the Wilts & Berks canal which is teaming with wildlife.
- Q9. 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.**
Do not build this road. Too many new link roads into quieter, residential areas of Pewsham.
- Q10. 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.**
Do not build this road. Countryside and existing communities will be put at risk.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Do not build these link roads will lead traffic into quieter, residential areas of the estate
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Do not build this link road.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Travel beyond Chippenham;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;Walking;Train;

MSF 757

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
We desperately need to preserve our Greenspace and take care and preserve what little of our remaining Flora and Fauna we have for our own well-being and for future generations !
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 758

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 759

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;Not to build the distributor road;
- Q6. 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.**

The Hobson's choice presented in the consultation of choosing a road option but not to be offered a no road option is a democratic distortion and an affront to civility and the population of Chippenham. Wiltshire Council - which recognises the climate emergency - should be putting the environment, biodiversity, human thriving and climate as its top priorities. To fail to do so, and to pay such scant respect to the nation's legally binding net zero targets, with such shallow and almost tasing references to the national carbon budgets, is a dereliction of its duties. How much climate damage would be caused by these plans - don't hide these data - they should be front and centre of the consultation.

The consultation is flawed in other ways too. It appears to want to mitigate traffic delays at peak hours, yet is seeking to facilitate 7,500 new homes (60% of which are unaffordable) and a resultant increase in traffic. It puts traffic, the car, and speed at its centre. This is a false premise.

It is also constructed on data which is pre-covid and fails to account for the dramatically altered state of work. The two-thirds of people commuting out of Chippenham pre-covid will not all be doing so in future. More home working is already and will become far more common in future, resulting in much less traffic - possibly by c 3/5ths as office based employers seek to allow much more flexibility to working patterns.

The consultation documents appear almost silent on the additional traffic that would be generated by 7,500 new homes. And it is equally limp on discussing serious attempts to shift the population away from the private car over the term of its outlook.

The data and outlook are therefore unreliable and invalid, and as such are not appropriate to base a decision such as this against.

The proposals are flawed, inappropriately considered, and will cause needless climate and environmental harm.

I oppose the road proposals in the strongest terms.

I will also seek to challenge the basis on which the £75m HIF grant - and its current conditions - are set. This too was granted in a pre-pandemic age (through a highly questionable bid process), before work and daily life shifted, invalidating its assumptions, and before Government ministers are now committed to consideration the environment fully and appropriately in their decisions.

There is no scenario in which this road will be good for the environment, biodiversity and the climate and it should not go ahead.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

It should not be permitted.

And re Q 7 as you fail to provide an adequate survey response mechanism: all three routes are equally unwanted. None is more preferable as none should be permitted.

Q9. 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.

It should not be permitted.

Q10. 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.

It should not be permitted.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

It should not be permitted.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

It should not be permitted.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;Car;

Q15. Why do you travel to/from Chippenham town centre?

Shopping, banking.;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 760

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
This feels far to large.
- Q9. 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.**
Again, this seems excessive.
- Q10. 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.**
I believe this development is still excessive and unnecessary, and will damage a beautiful area of Wiltshire. Far too many of Wiltshire's houses have been allocated to Chippenham.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Train;

MSF 761

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
I am highly concerned at the size that Chippenham will become. Knowing that housing developments will dominate the area around these roads, this option is the worst due to the size. I would like to see significant development and renovation of Chippenham town centre as part of these plans.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;

MSF 762

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Avoid ruining the countryside - don't build the road.;
- Q6. 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.**
It is inappropriate to ruin virgin countryside, and build on a flood plain, with inevitable negative knock-on effects. The nature of the town will be changed deleteriously as it becomes more an more merely a dormitory commuter town.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Mainly for shopping;

- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 763

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
██████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
We consider that none of these 3 options are suitable or appropriate. The concept of the road and the huge amount of house building that it will unlock, are a 'bridge too far'. The proposed road and the two large areas for development on the east and south of Chippenham are out of scale and totally disproportionate.

The cost to the green belt, the environment, the existing countryside experience, and the character of the Avon valley are too high and do not in any way justify the rewards. This cost of this 'growth' outweighs the benefits. The large amounts of new housing should be considered in a location where the damage to the good quality farm land and the outdoors environment would be much lower, not in the Avon & Marden valley.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
too much impact on W&B Canal, crosses it twice
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
this has the greatest adverse impact on the Avon Valley Walk/Rivers Route
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 764

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; NOT BUILDING THE ROAD; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
The majority of the townspeople do not want this road - it will have an enormous negative impact on the landscape and the biodiversity and safety of the environment in the local area. It won't bring any more monetary value to the area as much as we're being told it will - instead it will simply line the developers' pockets. Stop unnecessarily building things that will not benefit our town, on our countryside, and against our will.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
NO ROAD!
- Q9. 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.**
NO ROAD!
- Q10. 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.**
NO ROAD!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
no road

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
no road
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 765

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Not build the road ;
- Q6. 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.**
Chippenham has wonderful countryside, a colossal amount of insects, fish and mammals that can be seen by the river or canal, a currently functioning market town centre and excellent links by rail to big cities. Creating more roads will lead to more traffic and invariably, more development sites for housing that the highstreet can't sustain. It will lose its identity and the current safety people feel in a quintessential market town will be lost.

Whist I understand, and encourage improvement and change, this doesn't really take into consideration the implications of impact should any one of these options go ahead.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Cannot answer this as the image cannot be enlarged to fully exam where this. The same on the marketing video. Irrespectively, without being able to access clear data on this route; the feedback is that this will change the town forever and it would be so sad. I live here only from caring for my grandparents until they passed away in 2015 but loved its community spirit so much I've stayed, despite working 70 miles away.
- Q9. 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.**
Cannot answer this as the image cannot be enlarged to fully exam where this. The same on the marketing video. Irrespectively, without being able to access clear data on this route; the feedback is that this will change the town forever and it would be so sad. I live here only from caring for my grandparents until they passed away in 2015 but loved its community spirit so much I've stayed, despite working 70 miles away.

Q10. 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.

Cannot answer this as the image cannot be enlarged to fully exam where this. The same on the marketing video. Irrespectively, without being able to access clear data on this route; the feedback is that this will change the town forever and it would be so sad. I live here only from caring for my grandparents until they passed away in 2015 but loved its community spirit so much I've stayed, despite working 70 miles away.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Don't want it

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Don't want it

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF765 (cont.)

Firstly, I would like to make it abundantly clear that i irrefutably object to any three of the proposed 'routes' between chippenham and other small towns. My first question would be, exactly why is this needed? The fairly minimal congestion around chippenham is not exactly catastrophic and in actual fact, works as an inhibitor for people using vehicles for short journeys.

Chippenham is a longstanding market town and should be protected as one. It seems very clear that should one of the 'routes' be agreed upon, then this in turn will create a development feeding frenzie that offers no benefit to the community, but instead creates a soulless commuter town.

It concerns me greatly that the promotional video alludes to pastel coloured roads passing over the kennet and avon canel 'twice' as if this could be something of benefit to the town, or the restorative work that has been carefully worked on for some years now. Have you seen the kingfishers, dragon flies, butterflies there? They would disappear if this went ahead.

Furthermore, is the traffic so detrimental in chippenham that a viaduct would be the most suitable remedy? I wholely doubt this.

I am fearful that those in favour of this at Chippenham town council are in no way invested in focusing on what is good about this town; atmosphere, friendliness, beautiful scenery, unusual festivals, market town, knowing your neighbours and looking after each other, and are focusing on receiving grants to pay for something that no real resident wants.

I do have to commute for work, but that's a decision of mine and I work around the traffic. Let's not spoil another beautiful town for the sake of it. And for goodness sake, let's not use the voiceover woman from the Marks and Spencer food adverts to try and sell, frankly the worst idea ever.

Look after and promote what we have. Please.

MSF 766

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Don't consider it at all, it's not needed or wanted;
- Q6. 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.**
Building any of these road options would be a disaster to the town of Chippenham. This town cannot support the build of thousands more houses without fundamentally changing its character forever.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
It would be a disaster to the green fields and open spaces
- Q9. 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.**
It would be a disaster to the green fields and open spaces
- Q10. 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.**
It would be a disaster to the green fields and open spaces
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It would be a disaster to the green fields and open spaces
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
It would be a disaster to the green fields and open spaces
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 767

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; No link road or houses, you will destroy greenbelt land. ; Preserving and protecting heritage assets;
- Q6. 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.**
I do not agree with the link road or the thousands of home which will destroy the countryside. You will be causing massive destruction. Develop existing buildings and derelict sites rather where sufficient services already exist.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Do not support
- Q9. 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.**
Do not support
- Q10. 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.**
Do not support
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No option
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No option
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

Shopping and leisure;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 768

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Do not build it
- Q9. 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.**
Do not build it
- Q10. 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.**
Do not build it
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Do not build it
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Do not build it
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Walking;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Bicycle;Walking;

MSF 769

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not to build the road at all;
- Q6. 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.**
We do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No to this route for reasons above
- Q9. 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.**
No to this route for reasons above

- Q10. 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.**
No to this route for reasons above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 770

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
We use the green space around Pewsham several times a week, as does hundreds of other residents. By allocating the land for housing, you will cause more traffic as people will need to drive to access green space. The green belt is fast disappearing, with animals being forced to relocate. The last thing Chippenham needs is another 7500 houses.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
All zones - no housing
- Q9. 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.**
All zones - no housing
- Q10. 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.**
All zones - no housing
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

Canal road is already the busiest road in Pewsham, so linking to this road will only increase traffic.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 771

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 772

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
We don't need it as you don't give an option for no route.
- Q9. 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.**
We don't need it as you don't give an option for no route
- Q10. 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.**
We don't need it you don't give an option for no route
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
We don't need it
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
We don't need it
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

I drive through ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 773

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
No housing or road is best option
- Q9. 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.**
No housing or road is best option
- Q10. 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.**
No housing or road is best option
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No housing or road is best option
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No housing or road is best option
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 774

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
We don't need a new road

Stop destroying our beautiful countryside

Leave it as it is
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
It makes me sad to think of the destruction
- Q9. 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.**
Dreadful carnage to our beautiful green and pleasant lands
- Q10. 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.**
How can councillors vote if they don't even live in Chippenham, they can't appreciate the natural beauty that surrounds us
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I don't have a preference

That all destroy beautiful countryside

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I don't have a preference they all destroy beautiful countryside

Q14. How do you travel to/from Chippenham town centre?

Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 775

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option A - Outer route ; Option B - Middle route;
- Q8. 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.**
Neither of these routes are acceptable or necessary
- Q9. 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.**
Not necessary if no expansion which should not happen. This is not required
- Q10. 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.**
Not necessary. No road required this is a money making business enterprise and has nothing to do with relief and everything to do with expansion which should not be allowed.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not necessary
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not necessary AND THIS IS NO CONSULTATION IT IS A DISGRACEFUL ATTEMPT TO BE ABLE TO SAY PEOPLE PREFER A CERTAIN OPTION. I DO NOT SUPPORT ANY OF THESE PROPOSALS

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; To support local shops ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 776

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Walking;Bus;

MSF 777

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Reducing air/noise pollution;
- Q6. 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.**
We are lucky to live in an area with such wonderful wildlife and open countryside. This will destroy it. I am particularly concerned about the proximity to Pewsham canal and housing.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Not a suitable option
- Q9. 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.**
Not a suitable option
- Q10. 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.**
Not a suitable option
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 778

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Chippenham Farm sales
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
The road will destroy hundred acres of farmland and businesses. Wiltshire Council own the farm were we farm and operate a machinery business from. We are being served notice to quit after 22 years with no suitable alternatives.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I would prefer there was not road
- Q9. 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.**
I would prefer no road
- Q10. 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.**
I would prefer there was no road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No to the road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No to the road. The feedback form is not suitable as it is not allowing the public to have their say as it is loaded with 3 options which no one wants with not option for rejecting the road so the public consultation is completely biased toward the road be

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

There is very little in the town centre to travel for.;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 779

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I personally feel that none of these options are right you should be improving the one that you already have and building on the side of this one.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; Bus; Bicycle; On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Bicycle;Car;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;Bicycle;Walking;

MSF 780

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Consider not building any of the proposed roads;
- Q6. 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.**
It would ruin swathes of beautiful countryside and create the foundations for a suburb of Chippenham that is far too big for the town. This would be a seismic change for Chippenham that would destroy it entirely as well as several farms. There are plenty of ways that Chippenham could be improved with facilities for parking and leisure and houses could be built evenly around the town using brownfield land where possible to keep the destruction of countryside to a minimum. At a time when sustainability and a greener future are such a predominant consideration I find it hard to believe that a plan that would cause so much damage to the countryside and farming would even be considered.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
None should be built. Where is the option to not pick any of the proposed routes?
- Q9. 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.**
Refer to 8
- Q10. 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.**
Refer to 8
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Refer to 8
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Refer to 8
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
I don't. I live here. ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 781

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity;Protecting and enhancing biodiversity e.g. animal and plant habitats;Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 782

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
I ticked the options that protect the countryside - I DO NOT want an additional road through Chippenham. Like many people, I have walked around Chippenham a lot during the last year and found the peaceful countryside surrounding our town has helped keep me sane during this very difficult time. All of these road options involve destroying that peace so I am choosing the No Road option that you haven't provided!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road
- Q9. 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.**
No road
- Q10. 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.**
No road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

No road

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 783

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Reducing traffic by increased public transport, footpaths and cycle paths. Electric car network and other sustainable options, so a road isnt needed at all. ;
- Q6. 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.**
The road is based on a premise that the world will continue in much the same way as pre Covid. This is simply not true, companies are placing offices up for sale to reduce costs and workers continue working from home. This will release plenty of brownfield sites which can be re purposed for housing, the figures for Chippenham seem absurd and I would further question why some of the villages across Wiltshire who are well connected with road network and have schools with places cannot take some (albeit limited development) we are in danger of creating much larger towns with little support for outlying villages which have seen next to no affordable housing for locals to live in. The destruction of the madden valley seems a huge mistake when we are on the cusp of so much change to the way our workforce operates and waiting right now seems the right option,

No new road until we have exhausted and researched every other emerging option.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
No road
- Q9. 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.**
No road
- Q10. 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.**
No road

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bus;Bicycle;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Train;Bicycle;Walking;

MSF 784

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Not building the road;
- Q6. 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.**
You shouldn't build this new road, its not needed. I doubt any of this will do any good and the 'consultation' is a farce, but yeah, don't build the road. Not needed, not going to make Chippenham 'sustainable'. Big expensive road being put in for what exactly? The A350 has been improved at great cost and time, so what was the point of that if you're building a new road?
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Not needed, destroying land for no reason
- Q9. 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.**
Not needed, destroying land for no reason
- Q10. 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.**
Not needed, destroying land for no reason
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 785

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Over 66 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution; Don't build more houses;

Q6. 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.

There has been massive housing development recently in Chippenham, but it's impact doesn't appear to have increased trade in the town centre.

The Government doesn't request that number of new homes in Chippenham - it will only benefit the developers.

If shops were provided for a new development there would be no need for residents to come into town, thus even further decreasing the income for the shops in town.

The development would obliterate a large area of countryside which is currently an attractive area used by many for recreation - the health of the local population as well as the wildlife that live here would be ruined. We need our open spaces and don't want Chippenham to be surrounded by large housing estates. The area in question now is the only remaining access to open countryside for those who wish to walk, or cycle, without having to use their cars.

Another enormous housing estate will only create a barrier, and more environmental damage with emissions and air pollution - the open spaces are lungs for the town, and so important for the wellbeing of residents.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

See comments at question 6 - no road or housing required

- Q9. 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.**
See comments at question 6 - no road or housing required
- Q10. 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.**
See comments at question 6 - no road or housing required
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
See comments at question 6 - no road or housing required
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
See comments at question 6 - no road or housing required
- Q14. How do you travel to/from Chippenham town centre?**
Bus;On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;Walking;

MSF 786

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation;Reducing 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;

Q6. 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.

I cannot believe how much green space you are sacrificing in this day and age for what you call "much needed" housing. At time of writing there are at least 5 considerable housing developments under way in Chippenham, and that's before Rawlings Farm.

I don't think you've considered that the existing infrastructure just isn't up to supporting the current levels of development. By that I mean the way the town is served now. There is still considerable heavy traffic, including commercial vehicles going straight through town, rather than using the existing bypass, which in itself only serves to move the bottleneck further down the road. This needs to be finished off properly.

Perhaps you should consider hiring some qualified and effective town planners as well. The mess at what was Little George Roundabout is an absolute joke, but not as much as the Bristol Road cycle path, which has now finally been eradicated. Your genuinely making fools of yourselves and showing that you do not know what you are doing. So you need to STOP!!

The plans for continued urban sprawl don't seem to recognise or engage with existing problems, such as traffic, insufficient secondary schooling, business, retail and leisure opportunities. And look at the town centre . . . it's slowly expiring in the middle of an already rapidly expanding dormitory town. Adding thousands more "much needed" houses just stinks of revenue generation and empire building. The amount of empty units in the town centre tells it's own story, yet in all your blurb you refer to Chippenham as a vibrant market town. Absolute rot!

The addition of the new car park is good, but hey you're just pandering to commuters by locating it where it is. Doesn't exactly serve the town centre does it? It should really be in the Bath Road Car Park, and well you know it.

So, under your tutelage Chippenham's future will be a sprawl of overpriced box dwellings populated by commuters who work elsewhere, have unschooled children with no local prospects and very little to do or see. They could have enjoyed the countryside, however you appear to want to build on all of that!!

- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
No, don't do it! Widen the existing road.
- Q9. 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.**
No, don't do it! Widen the existing road.
- Q10. 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.**
No, don't do it! Widen the existing road.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No, don't do it! Widen the existing road.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No, don't do it! Widen the existing road.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;Car;

MSF 787

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; This is an inappropriate project which will destroy huge swathes of farmland and flood plain. The question is not 'Which route do you prefer?' The correct question, which we are not asked is: 'Do you want this road and the suburban sprawl of 7,500 new houses - it is intended to enable? My answer is No to this new road. The houses will mostly be for people from outside the area and will spawn 10-15,000 new cars. It flies in the face of the Climate and Ecological Emergencies. ;
- Q6. 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.**
This new road and housing development will cost at least £75m. A project of such scale, capacity and expense will clearly function as part of the A350 corridor.

It is not clear how this road and the proposed sites for 7,500 houses fit into the rest of the 'emerging strategy' or how it fits in with anything resembling a plan fit for the 21st Century. How can this plan be squared with the council's commitment to tackling the climate crisis? How can so much destructive development be driven through such sensitive landscapes and wildlife habitats? The 'emerging strategy' does not attempt to answer such questions. The Future Chippenham urban extension seems to be a fait accompli, despite widespread public opposition: a grant for the road has already been obtained, the council has formed its own companies to fulfill its new roles as estate agent and property developer.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions

Q9. 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.

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions

Q10. 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.

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions

Q14. How do you travel to/from Chippenham town centre?

Car;Train;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 788

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing urban sprawl;
- Q6. 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.**
Chippenham lacks investment in the existing infrastructure especially the town centre.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I strongly object to all three routes
- Q9. 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.**
I strongly object to all three routes
- Q10. 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.**
I strongly object to all three routes
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I strongly object to options
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I strongly object to all options
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

Local shops;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 789

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not Building any routes;
- Q6. 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.**
Clearly WC are going ahead with one of the options. No consideration given to locals NOT wanting any further development.

Why not dig up the area around where the leader of WC lives?

No option below to say none.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
NOT WANTED
- Q9. 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.**
NOT WANTED
- Q10. 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.**
NOT WANTED
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO WANTED
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NOT WANTED

- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;Train;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 790

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
Do not support any of the proposals as they are all detrimental to the countryside and wildlife and do not believe we need such development.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Do not support any of the routes for reasons already given.
- Q9. 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.**
Do not support any of the routes for reasons already given.
- Q10. 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.**
Do not support any of the routes for reasons already given.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Do not support any of the routes for reasons already given.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Do not support any of the routes for reasons already given.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 791

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
N/A
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Reducing air/noise pollution;Future trends in car ownership and ways of working;
- Q6. 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.**
Why is there no Option D: no road or houses? I am against any route and housing proposals that destroys popular countryside. The real problem is population and - we cant just keep building roads and houses indefinitely. A national policy is needed to address housing and population. Alternative and longer-term solutions should be sought. The Covid pandemic has taught us that many people can work from home. Companies such as HSBC and many others are already planning to reduce their office footprint. If this happened across the country, office spaces could be converted into housing. This is comparable to former industrial areas turning into flats such as the London Docklands. To quote a famous movie, "where we're going, we don't need roads!". Within the next 10-20 years automated cars that are ordered on demand will be common place, which would lead to smarter use of roads and journeys. Longer term, automated flying vehicles will reduce the need for roads (flying taxis are already available in cities like Dubai). People are already working more flexibly in terms of time and location (e.g. at home) and this will increase, reducing the pressure on roads, and that is here to stay. The environmental benefits of this are enormous. The world is changing, and these proposals belong in the past. Chippenham could put itself on the map by embracing this change.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
See answer to question 6 - I am against this option.

- Q9. 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.**
See answer to question 6 - I am against this option.
- Q10. 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.**
See answer to question 6 - I am against this option.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
See answer to question 6 - I am against this option.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
See answer to question 6 - I am against this option.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Train;Walking;

MSF 792

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
This is outrageous. There should be no more houses in Chippenham. We do not have enough amenities as it is - green spaces, parks, GP's surgeries, schools, hospitals, pubs/restaurants, and all we are getting is more and more supermarkets.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;

MSF 793

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Build somewhere else you idiots;
- Q6. 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.**
How much countryside are we going to pave over and destroy. It's one of the south-west's greatest assets the countryside and biodiversity living within.

Why don't you build a 2nd level on top of Chippenham, like a massive multi-story car park.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option A - Outer route ;Option B - Middle route;
- Q8. 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.**
None of your routes are any good. You can still travel between those areas without your proposal.
- Q9. 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.**
Still pretty ■■■■
- Q10. 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.**
Just as bad
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;

MSF 794

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;
- Q6. 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.**
I think any development of this size in the small rural core town of Chippenham will be harmful to the countryside around and to the town itself. The air pollution will increase greatly from road usage, as well as in the building of the housing and roads.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option A - Outer route ;Option B - Middle route;
- Q8. 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.**
Damaging to the area close to the river Marden and several farms. (The most damaging.)
- Q9. 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.**
Damaging to the area close to the river Marden and several farms.
- Q10. 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.**
Damaging to the area close to the river Marden and several farms. (The least damaging)
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

Shopping, eating-out, library, meetings;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 795

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; The Council should not build the road at all.;
- Q6. 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.**
I completely disagree with all options. Options A, B and C should all be scrapped and you should not build the road at all. To do so would completely demolish the countryside and destroy the cycle path, which is used for recreational purposes by so many people - e.g. dog walking, running, cycling, walking. Now more than ever people need to be putting their physical and mental health first and that area provides an excellent opportunity to do that - building a road anywhere in that area would destroy this for the local community.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I completely disagree with all options. Options A, B and C should all be scrapped and you should not build the road at all. To do so would completely demolish the countryside and destroy the cycle path, which is used for recreational purposes by so many people - e.g. dog walking, running, cycling, walking. Now more than ever people need to be putting their physical and mental health first and that area provides an excellent opportunity to do that - building a road anywhere in that area would destroy this for the local community. I will not rank the three options, as I disagree with all three.
- Q9. 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.**
I completely disagree with all options. Options A, B and C should all be scrapped and you should not build the road at all. To do so would completely demolish the countryside and destroy the cycle path, which is used for recreational purposes by so many people - e.g. dog walking, running, cycling, walking. Now more than ever people need to be putting their physical and mental health first and that area provides an excellent opportunity to do that - building a road anywhere in that area would

destroy this for the local community. I will not rank the three options, as I disagree with all three.

Q10. 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.

Options A, B and C should all be scrapped and you should not build the road at all. To do so would completely demolish the countryside and destroy the cycle path, which is used for recreational purposes by so many people - e.g. dog walking, running, cycling, walking. Now more than ever people need to be putting their physical and mental health first and that area provides an excellent opportunity to do that - building a road anywhere in that area would destroy this for the local community. I will not rank the three options, as I disagree with all three.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I do not support either Pewsham Link Option 1 or 3 but your form forced me to pick an option. Please take my answer to mean I do not support either option.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I do not support either Pewsham Link Option 1 or 3 but your form forced me to pick an option. Please take my answer to mean I do not support either option.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 796

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Easing traffic congestion and improving journey times; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution;
- Q6. 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.**
Through traffic needs to be taken away from the town centre to reduce congestion and improve journey times. Doing so will also reduce noise and air pollution by allowing for smoother, non stop-start journeys.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Option A is the only viable route to provide a route around the majority of new developments, much as the existing A350 Cepen Way has done. This will improve traffic though and therefore congestion and pollution. Roads into the new developments and links to the town centre (for cyclists and pedestrians) should then be provided by the developers. Choosing option B or C will not provide a viable route around the town and will simply lead to congestion in different places and the need for a road around the developments at a later date.
- Q9. 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.**
Choosing option B with a 30mph speed limit through the new developments will not provide a viable route around the town and will simply lead to further congestion in different places (as well as probably leaving the town centre congested) and the need for a road around the developments at a later date.
- Q10. 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.**
Choosing option C with a 30mph speed limit through the new developments will not provide a viable route around the town and will simply lead to further congestion in

different places (as well as probably leaving the town centre congested) and the need for a road around the developments at a later date.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 1;Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?
Car;

Q15. Why do you travel to/from Chippenham town centre?
For leisure/social engagements;Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;

MSF 797

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
The road shouldn't be built. There needs to be a different solution;
- Q6. 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.**
This new road shouldn't be built as it will cause biodiversity loss, accelerate climate change and environmental damage. The data used for the consultation are outdated, gathered before Covid and don't take into account new working patterns, making them invalid.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 798

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Reducing air/noise pollution;Protecting and enhancing landscape and visual amenity;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
more roads will result in more traffic and will not meet the Council's climate change priorities and will have a devastating impact on the habitats of many animals
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
this route will guarantee development further out toward Calne with potential for Chippenham-Calne conurbation
- Q9. 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.**
best of bad choices
- Q10. 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.**
least favourable and most intrusive on existing communities and most potential stress on river valleys
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
shopping and local services;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 799

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation;

Q6. 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.

The proposed road and developments are on a scale too big for Chippenham to cope with. I've lived here for 15 years and the level of investment in the town is shockingly low. The infrastructure isn't suitable for an influx of 7500 households. There are not enough jobs to support a fraction of those people, and the proposed industrial developments wouldn't come anywhere near providing what would be necessary. Chippenham will completely lose its identity as a market town and become a commuter hub.

The damage caused to the surrounding farm land and wildlife habitats will be irreversible and catastrophic, as has been made well known by many different campaigns.

Only recently, the Countryside charity CPRE has provided evidence to show the number of houses proposed under the Wiltshire Local Plan is a serious over-estimation. What is behind this plan to build too many houses, and why so many in a small town like Chippenham!? The whole thing stinks.

Q7. Please rank the three potential road route options into order of preference.

Option A - Outer route ; Option B - Middle route; Option C - Inner route;

Q8. 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.

I see no need for this road at all, and it is just giving carte blanche to developers to swamp a huge area with too many houses. But if a ring road is built, build it sufficiently far out so as not to be too intrusive.

Q9. 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.

Dreadful option. Too close to the existing town.

- Q10. 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.**
The worst option of the lot. Too close to the existing town.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Would encourage people to speed along Canal Road as they head out of Pewsham towards the ring road.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Horrible, but the least offensive.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 800

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Not doing it at all ;
- Q6. 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.**
The project is terribly damaging in my view I am not supporting any of these proposals
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Bicycle;

MSF 801

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Easing traffic congestion and improving journey times; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
There is no point extending access 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 as a result of this plan.
- Q9. 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.**
This appears to be the natural route for a long overdue infrastructure project and meets the requirements with the least impact and visibility to the natural environment. This would also capture the best link road access and provide the most accessible route as an infrastructure project.
- Q10. 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.**
There appears little justification to extend the connection via Derry Hill and Option B provides a natural connection with least disruption.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Travel to London with work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 802

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Easing traffic congestion and improving journey times;Not continuing with this crazy idea as we have not enough jobs or facilities, Chippenham will just become a former town.;
- Q6. 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.**
Where are all these people going to work! They are going to commute to London, Swindon, Bristol etc, Chippenham does not need this.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Least of the three that will ruin the area
- Q9. 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.**
As above but second less harmful
- Q10. 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.**
Noise.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Again will just add to much traffic to a town that cannot cope at the moment

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

As above

Q14. How do you travel to/from Chippenham town centre?

On foot;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 803

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
DO NOT BUILD THIS ROUTE
- Q9. 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.**
DO NOT BUILD THIS ROUTE
- Q10. 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.**
DO NOT BUILD THIS ROUTE
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
DO NOT BUILD THIS LINK ROAD
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
DO NOT BUILD THIS LINK ROAD
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;

Q15. Why do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 804

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Not building any of the roads and leaving the countryside as it is;
- Q6. 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.**
Don't want any of the roads built and the land left as it is!!
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Don't want the roads built at ALL!!
- Q9. 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.**
Don't want the roads built at ALL!!
- Q10. 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.**
Don't want the roads built at ALL!!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't want the roads built at ALL!!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't want the roads built at ALL!!

- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 805

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
This is too close and will ruin the countryside that people move here for from my perspective
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 806

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Protecting the countryside and not building any of the roads!!;
- Q6. 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.**
Don't want the roads built at ALL!!
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Don't want the roads built at ALL!!
- Q9. 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.**
Don't want the roads built at ALL!!
- Q10. 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.**
Don't want the roads built at ALL!!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't want the roads built at ALL!!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't want the roads built at ALL!!
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 807

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Over 66 years old

Q4. Please let us know your post code.

████████

Q5. 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?

Climate change adaptation/mitigation; Reducing 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;

Q6. 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.

I am totally against any Roads or Housing/ Constructional developments in this green field area:

For the following reasons:

1. Chippenham is a market town and not a city; it will turn it into an even bigger commuter town, with even more congestion.
2. Increase already poor air quality in and around Lacock and Chippenham.
3. Massively increase greenhouse gas emissions as a result of the additional traffic.
4. Have an adverse impact on the health and premature deaths as a result of air pollution.
5. Increase flood risk in downstream Chippenham, Lacock and beyond.
6. Destroy the wildlife corridor and biodiversity along the River Avon and Marden valley.
7. Destroy good quality farmland needed to stop our reliance on other countries for food supply, including the loss of county farms.
8. Destroy valuable, unspoiled river landscapes and their public amenity value

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

No Development

- Q9. 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.**
No Development
- Q10. 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.**
No Development
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No Development
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No Development
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 808

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
Do not build the road it will ruin chippenham
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option A - Outer route ;Option B - Middle route;
- Q8. 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.**
Don't build road
- Q9. 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.**
Don't build road
- Q10. 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.**
Don't build road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't build road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't build road
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work; Career;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 809

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
None of the above, its unnecessary;
- Q6. 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.**
Creating a suburb the size of Calne is entirely unnecessary in this area, there are no sustainable options, the desecration of the local green space is abominable and there are zero eco arguments for this.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;

MSF 810

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bicycle;Bus;

MSF 811

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

I'd rather not say

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity; Scrapping your plans overall ; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats;

Q6. 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.

Your road proposals - all options - are damaging in so many ways to people, the environment and the town. I have read the documents, the Q&As and seen the videos. Your case appears to be primarily driven by the fact that you successfully applied for funding from the Housing Infrastructure Fund; it is not well-evidenced and is poorly timed with wider plans and strategy for the area still incomplete; and your proposals have not - even now - been subject to proper local consultation.

You will already know this, but, you should have asked the the views of local people and businesses before you submitted the bid to the HIF in 2019 - not now after the fact. I won't be ranking the options below as I do not intend to be forced to respond to the narrow options you have set out. You should have included a 'none of these' if this was anything like a proper consultation. My answer to all of the options set out is 'none of these'.

If you ever bothered to do local consultation properly, you would very likely hear some useful ideas from your residents, make it easier for people to 'get behind you', make the community feel listened to. This would help people to feel they have a stake, along with you, in plans for the future. Instead, you do things unilaterally, then ask people fixed questions which are driven by your own agenda, all the while creating unnecessary battlelines between yourselves and local stakeholders on important discussions.

Q7. Please rank the three potential road route options into order of preference.

- Q8. 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.**
Your road proposals - all options - are damaging in so many ways to people, the environment and the town. Your case appears to be primarily driven because you applied for funding from the Housing Infrastructure Fund; it is not well-evidenced and is poorly timed with wider plans and strategy for the area still incomplete; and your proposals have not- even now - been subject to proper local consultation. You should have asked the the views of local people and businesses before you submitted the bid to the HIF in 2019 - not now after the fact. I won't be ranking the options as I won't be forced to respond to the narrow options you have set out. You should have included a 'none of these' if this was a proper consultation.
- Q9. 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.**
Your road proposals - all options - are damaging in so many ways to people, the environment and the town. Your case appears to be primarily driven because you applied for funding from the Housing Infrastructure Fund; it is not well-evidenced and is poorly timed with wider plans and strategy for the area still incomplete; and your proposals have not- even now - been subject to proper local consultation. You should have asked the the views of local people and businesses before you submitted the bid to the HIF in 2019 - not now after the fact. I won't be ranking the options as I won't be forced to respond to the narrow options you have set out. You should have included a 'none of these' if this was a proper consultation.
- Q10. 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.**
Your road proposals - all options - are damaging in so many ways to people, the environment and the town. Your case appears to be primarily driven because you applied for funding from the Housing Infrastructure Fund; it is not well-evidenced and is poorly timed with wider plans and strategy for the area still incomplete; and your proposals have not- even now - been subject to proper local consultation. You should have asked the the views of local people and businesses before you submitted the bid to the HIF in 2019 - not now after the fact. I won't be ranking the options as I won't be forced to respond to the narrow options you have set out. You should have included a 'none of these' if this was a proper consultation.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Your road proposals - all options - are damaging in so many ways to people, the environment and the town. Your case appears to be primarily driven because you applied for funding from the Housing Infrastructure Fund; it is not well-evidenced and is poorly timed with wider plans and strategy for the area still incomplete; and your proposals have not- even now - been subject to proper local consultation. You should have asked the the views of local people and businesses before you submitted the bid to the HIF in 2019 - not now after the fact. I won't be ranking the options as I do not intend to be forced to respond to the narrow options you have set out. You should have included a 'none of these' if this was a proper consultation.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Your road proposals - all options - are damaging in so many ways to people, the environment and the town. Your case appears to be primarily driven because you applied for funding from the Housing Infrastructure Fund; it is not well-evidenced and is poorly timed with wider plans and strategy for the area still incomplete; and your proposals have not- even now - been subject to proper local consultation. You should have asked the the views of local people and businesses before you submitted the bid to the HIF in 2019 - not now after the fact. I won't be ranking the options as I won't be forced to respond to the narrow options you have set out. You should have included a 'none of these' if this was a proper consultation.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;shopping - to support local traders and the market;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Train;Taxi;

MSF 812

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
These homes are NOT needed. Stop the development!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 813

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Eliminating light pollution;
- Q6. 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.**
1)There is no current identified need for another road around Chippenham as a ring road already exists. 2) The road will push flooding further up the Avon and Marden rivers. 3) Building should not take place on flood plains. 4) Farmland will be lost at a time when there is a need for greater self-sufficiency after Brexit. 5) Biodiversity will be affected as all wildlife will be displaced by loss of habitat, noise and light pollution. 6) This sham consultation is really about building more housing which will cause traffic congestion down the road in Calne and towards Devizes as thousands more cars are in the area.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For shopping and bank.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 814

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Reducing air/noise pollution;Climate change adaptation/mitigation;
- Q6. 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.**
I appreciate that a solution needs to be found regarding traffic congestion in the centre of Chippenham. I fail to see however how the 3 routes proposed take into account all the important issues listed above. I fail to see how adding another 7500 houses to the existing town will in any way meet any of the important issues from above.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
As stated above, I do not favour any route that links 7500 houses with it. I fail to see how this will ease congestion and infrastructure problems within the community.
- Q9. 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.**
As above
- Q10. 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.**
As above

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 815

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
More roads = more traffic. Building a bypass to bypass a bypass is insane, look at real solutions to traffic issues - invest in public transport to encourage users out of their cars. The last 12 months have shown perfectly why we need to protect our natural habitat, for wildlife and our own recreational use. Find clever solutions to the housing problem rather than taking the lazy option of concreting over our green fields (which flood! We NEED flood plains!).
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
No route is preferred. Lazy and expensive thinking, come up with REAL solutions which are sustainable for future generations. This is the LEAST preferred as it causes maximum damage to the local environment.
- Q9. 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.**
No route is preferred. Lazy and expensive thinking, come up with REAL solutions which are sustainable for future generations.
- Q10. 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.**
No route is preferred. Lazy and expensive thinking, come up with REAL solutions which are sustainable for future generations.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 816

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
My preference is for no road. There is a perfectly adequate route around Chippenham on the A4.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
My bank is there;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 817

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 818

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
The most important issue the council should consider is whether a new road is actually needed and appropriate. A modern council should be able to make the building of new roads through countryside a last resort, only to be considered when all other options have been exhausted. If Chippenham, the wider area and the principles of addressing a climate emergency are to be protected then the building of additional roads must be avoided. Furthermore the case for it should be challenged robustly when there is yet to be a satisfactory conclusion to the consideration of the accompanying new houses proposal.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;

MSF 819

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;Preserving farmland;
- Q6. 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.**
Preserving farmland. Now we have left the EU and trade with Europe is fraught with difficulties, it is absolutely vital we retain all possible means of food production. We risk national food shortages and potential starvation if we do not. For that reason alone we should not be building roads over existing farmland.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
This should not be considered because it will involve destruction of farmland.
- Q9. 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.**
This should not be considered because it will involve destruction of farmland.
- Q10. 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.**
This should not be considered because it will involve destruction of farmland.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This should not be considered because it will involve destruction of farmland.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

This should not be considered because it will involve destruction of farmland.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Visiting the History Centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 820

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option C - Inner route;Option B - Middle route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;Walking;

MSF 821

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Chippenham does not have the infrastructure to absorb this development, nor the jobs, so these houses are primarily aimed at commuters who will be moving from afar to Chippenham. As a result this will cause far more congestion as these people will be trying to get to either the railway station or motorway junction.
- Q9. 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.**
Chippenham does not have the infrastructure to absorb this development, nor the jobs, so these houses are primarily aimed at commuters who will be moving from afar to Chippenham. As a result this will cause far more congestion as these people will be trying to get to either the railway station or motorway junction.
- Q10. 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.**
Chippenham does not have the infrastructure to absorb this development, nor the jobs, so these houses are primarily aimed at commuters who will be moving from afar to Chippenham. As a result this will cause far more congestion as these people will be trying to get to either the railway station or motorway junction.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 822

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Only potential option
- Q9. 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.**
But prefer no road
- Q10. 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.**
NO ROAD
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;Walking;Bus;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;Bus;Walking;

MSF 823

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Reducing air/noise pollution;
- Q6. 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.**
The space and openness is part of the core element of the countryside, the environment will be hugely affected by the road and houses that come as a result
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 824

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;

MSF 825

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

I don't agree with the road being built at all;

Q6. 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.

I agree with the following as set out by Cause Wiltshire,

I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

As set out in response to question 6 I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q9. 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.

Same response as question 8

Q10. 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.

Same response as question 8

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF 826

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Preserving and protecting heritage assets;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 827

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
Because of the importance of the issues listed above, my answer is simply 'No to the Road' and No to all three route options. The presentation of this material wilfully understates and in many cases ignores, the fact that the road is only being proposed to provide for Wiltshire Council's exaggerated and badly evidenced plans for 7500 houses on the green spaces and vital farmland around Chippenham. Those plans are frankly mistaken and the road is ergo not needed. As the housing numbers and locations are still the subject of a public consultation, it is both premature and undemocratic to be consulting on road routes. This material also grossly underestimates the adverse environmental impacts, not only of the road but of its consequent traffic and housebuilding. Consequently I am not answering questions 7-13 below.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bus;

MSF 828

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
The road should not be built at all;
- Q6. 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.**
As set out by Cause Wiltshire I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
As stated in question 6 I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;

This is not a proper use of taxpayers' money – our money! To boost developers' profits!

The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;

All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q9. 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.

See response to question 8

Q10. 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.

See response to question 8

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 829

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
None
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Not building a housing estate the size of Calne in Chippenham! The town does not have the capacity and infrastructure to support it. 7.5 thousand house means at least 7.5 thousand more cars. The court house has been demolished. What a disgusting waste of money! If you build it we will need court to deal with the increase if crime because it will happen. How can you say you are helping the environmental situation with 7.5k houses, cars etc? What about the vast swathes of countryside that will be lost? What about the habitat of the flora and fauna that are currently there? You have over built and over estimated housing in general in Wiltshire. The UK has the smallest amount of green spaces per population compared to hundreds of other countries. The town needs decent shops, decent facilities for people. We do not need 7.5k houses with 7.5k extra cars! You really are wrong on this.;
- Q6. 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.**
Why..you already have your agenda and this is just a paper exercise. As usual Wiltshire council does what it wants ...regardless.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I am totally against the whole project. Chippenham does not need 7.5k houses or our countryside being decimated. The town has rubbish shops because you charge ridiculously high rents. It is full of fast food joints, vape shops, nail bars, barbers, hairdressers, tattoo parlours , too many supermarkets and bugger all else decent. The town is dying fast and I only use the bank as there are none now in Corsham which knocks spots off Chippenham for shop variety. Chippenham is dead and nothing you propose to do will improve it. I do not support option A route.

- Q9. 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.**
I do not support option B
- Q10. 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.**
I do not support option C
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I do not support it. You are decimating the countryside and making the town too big for the services and amenities it has.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I do not support it. You are decimating the countryside and making the town too big for the services and amenities it has.
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
I go to Chippenham town centre to go to my bank. I do this about 6 times a year. I avoid Chippenham as it is rubbish to shop there. I drive or take the bus to Corsham..far better selection of shops and far less traffic..which will not be haging 7.5k cars
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 830

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not build the road;
- Q6. 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.**
Far from unlocking development opportunity, such a road would open the floodgates to thousands more houses with ever more traffic. I have seen little employment provision in conjunction with the Cepen Park expansion to the West, so I have little expectation of further expansion to the South and East. Where are the community hubs, and leisure amenities in Cepen Park and Birds Marsh? As a cyclist, I would advocate much more emphasis on cycling provision. There has been some progress in recent years, but not enough. Rather than £75 million on a new road scheme, it would be better to improve cycling around the existing road system. For my commute from East to North there is no safe way from the town centre to Langley Road; Cocklebury Lane is not practical in the winter or when wet. The new footbridge over the railway station was a missed opportunity to include a ramp for cyclists. And cycling from the town centre to the Bath Road is a scary experience. So in summary, spend the money on the town centre for all users (drivers, cyclists, pedestrians). Provide more free on-street parking to encourage quick trips into town; stop reducing such parking as has been gradually happening in recent years.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Zone 2: The proximity to Pewsham Lock is of concern. The Avon Valley walk will be blighted by a flyover
- Q9. 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.**
Zones 1 & 4: The river valley viaducts will adversely affect the natural beauty of these places

- Q10. 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.**
Zone 1: The harm to Mortimores Wood is of concern
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;To use the Post Office / shops / takeaways;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 831

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
I am opposed to all options;
- Q6. 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.**
Shocking waste of money and unique rural environment. No more housing developments; no more cars. MORE pedestrian footpaths and cycle lanes connecting local towns to each other
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Opposed
- Q9. 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.**
Opposed
- Q10. 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.**
Opposed
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Opposed
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Opposed
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;

Q15. Why do you travel to/from Chippenham town centre?

Only for shopping not available in Calne;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 832

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not to build the road;
- Q6. 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.**
Not building this is the ideal outcome - I am placing my primary objection to the road on environmental grounds.

In addition, there is little actual need for the road: Wiltshire council should be consulting on a route before consulting on the number of houses and their location. The claim on housing seems a very odd approach, with far more houses than the government is requesting are built. The addition of the road and new housing estates will destroy green and agricultural areas, and will worsen congestion and air pollution.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Don't build this!
- Q9. 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.**
Don't build this!
- Q10. 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.**
Don't build this!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't build this!

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't build this!
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;school;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Car;

MSF 833

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
We need to be protecting our precious green spaces, not building new roads through it. It is a completely contrary approach to the government's net zero and climate change agendas. I don't believe it will improve health and wellbeing of local residents as a major new road will only result in more traffic flow. Infilling with new houses will deprive those currently able to directly access green space from doing so and will decimate local wildlife.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements; Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 834

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
I don't want any of these options. I love living in an area surrounded by countryside and don't want this to change. Building this road would encourage excessive development, destroying huge areas of fields and woodland and would leave me and my family living in that middle of an urbanised city instead of a lovely historic town where I can see fields and hills from my windows.
- Q9. 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.**
I don't want any of these options. I love living in an area surrounded by countryside and don't want this to change. Building this road would encourage excessive development, destroying huge areas of fields and woodland and would leave me and my family living in that middle of an urbanised city instead of a lovely historic town where I can see fields and hills from my windows.
- Q10. 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.**
I don't want any of these options. I love living in an area surrounded by countryside and don't want this to change. Building this road would encourage excessive development, destroying huge areas of fields and woodland and would leave me and my family living in that middle of an urbanised city instead of a lovely historic town where I can see fields and hills from my windows.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I don't think any of this is needed. There's already a link road that goes around Pewsham (which was also filled with development).

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I don't think any of this is needed. There's already a link road that goes around Pewsham (which was also filled with development).

Q14. How do you travel to/from Chippenham town centre?

Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;Errands - bank, shopping, post office, etc. ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;

MSF 835

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**

I reject all options for a distributor road.

Was it a deliberate action to exclude a fourth option "no road" in the consultation in an attempt to influence the outcome?

A distributor road would lead to huge unsustainable development in the Marden valley; on useful farmland; and on valued green spaces and heritage (the Chippenham-Calne cycle track and the Pewsham section of the canal). It would lead to significant carbon emissions during and after its construction. Due to its nature and the additional traffic caused by a large development it cannot solve traffic problems in Chippenham.

The consultation is based on an inflated number of houses in the Local Plan - presumably to provide some sort of justification for the HIF.

As a Cllr I have been asking since last summer for alternative options for locations for development in Wiltshire to be provided; and for the entire case to be re-worked in the light of the climate emergency and Covid-19. Wiltshire Council have continually refused to do this with no sensible explanation; while throwing more and more tax payers' money at this ill-conceived project and biased consultation.

Chippenham Cllrs have listened to the public and rejected all options for this damaging road. It is time for Wiltshire Council to drop this disingenuous idea once and for all.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
NO TO THIS

- Q9. 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.**
NO TO THIS
- Q10. 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.**
NO TO THIS
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO TO THIS
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NO TO THIS
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 836

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
Living in Pewsham I don't experience any issues with traffic congestion, and do not view the need to improve journey times as important as the other issues. We are incredibly lucky to have beautiful open countryside, walking routes etc, and I am deeply concerned about a new road cutting through the countryside, and the number of new houses that are likely to come with it. In my view we should be conserving the landscapes, animal/plants habitats, and addressing climate change issues by improving walking and cycling paths
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;to support local businesses;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 837

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Over 66 years old

Q4. Please let us know your post code.

■■■■■

Q5. 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?

Reducing 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;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Climate change adaptation/mitigation;Easing traffic congestion and improving journey times;The option of no new road.;

Q6. 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.

Building new roads does not ease traffic congestion - geographers know, and all research shows, that the existence of a new road leads to increased road use (and extra housing, as suggested in propose Local Plan, will exacerbate this). Therefore, a new road, whichever one is proposed will not reduce air/noise pollution, protect the environment, enhance landscape and visual amenity or help to preserve heritage assets.

Reducing/removing traffic is the only way to reduce congestion and address all the above issues that the Council purports to have under consideration.

The option of 'no new road' is one that should be seriously considered if the environment is considered to be worth protecting.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

I do not agree that a road should be built here. It will become a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.

I see that the proposed road and the future massive housing development will not only concrete over the open space between Chippenham and Calne but destroy a number of working farms, and I object strongly to this. This removal of farm land is proposed just at a time when consideration should be given to the expanding need for more locally grown food.

I do not agree that a road is necessary or that WC should be consulting upon a route before actually consulting on the number of houses and their location. Doing this attempts to predetermine the Local Plan and a case has yet to be made for thousands more houses in Chippenham. Interestingly, the suggested housing targets are nearly 5,000 more than even the Government is requesting and seem designed to simply boost the profits of developers. Can the use of taxpayers money to fund such a scheme be justified? I think not!

(Land within Chippenham Town Centre should be considered for development first - the old industrial site adjacent to the railway station and line is extensive).

In conclusion, I object to this proposed road option (and extensive housing development) on the grounds that it would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q9. 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.

I do not agree that a road should be built here. It will become a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.

I see that the proposed road and the future massive housing development will not only concrete over the open space between Chippenham and Calne but destroy a number of working farms, and I object strongly to this. This removal of farm land is proposed just at a time when consideration should be given to the expanding need for more locally grown food.

I do not agree that a road is necessary or that WC should be consulting upon a route before actually consulting on the number of houses and their location. Doing this attempts to predetermine the Local Plan and a case has yet to be made for thousands more houses in Chippenham. Interestingly, the suggested housing targets are nearly 5,000 more than even the Government is requesting and seem designed to simply boost the profits of developers. Can the use of taxpayers money to fund such a scheme be justified? I think not!

(Land within Chippenham Town Centre should be considered for development first - the old industrial site adjacent to the railway station and line is extensive).

In conclusion, I object to this proposed road option (and extensive housing development) on the grounds that

it would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q10. 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.

I do not agree that a road should be built here. It will become a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas.

I see that the proposed road and the future massive housing development will not only concrete over the open space between Chippenham and Calne but destroy a number of working farms, and I object strongly to this. This removal of farm land is

proposed just at a time when consideration should be given to the expanding need for more locally grown food.

I do not agree that a road is necessary or that WC should be consulting upon a route before actually consulting on the number of houses and their location. Doing this attempts to predetermine the Local Plan and a case has yet to be made for thousands more houses in Chippenham. Interestingly, the suggested housing targets are nearly 5,000 more than even the Government is requesting and seem designed to simply boost the profits of developers. Can the use of taxpayers money to fund such a scheme be justified? I think not!

(Land within Chippenham Town Centre should be considered for development first - the old industrial site adjacent to the railway station and line is extensive).

In conclusion, I object to this proposed road option (and extensive housing development) on the grounds that

it would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

I do not agree with this proposal for the reasons outlined in my responses to Options A, B and C.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

I do not agree with this proposal for the reasons outlined in my responses to Options A, B and C.

Q14. How do you travel to/from Chippenham town centre?

Car;Bus;

Q15. Why do you travel to/from Chippenham town centre?

Shops, but not currently due to Covid 19. Family bubble - childminding grandchildren.;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 838

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation;Reducing 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;Do we really need this road?;

Q6. 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.

Firstly, do we really need this road? Are we really going to need to build all these houses which this road is supposed to enable? Can Chippenham, itself, support the increase in population that these houses will bring? Will these new residents be assets to the town, and will they initiate the development of new and better amenities, job opportunities, and a thriving town centre? My fear is that the proposed new housing will simply lead to a collection of suburbs/areas that exist in isolation to the rest of Chippenham. Further, instead of contributing to Chippenham's growth and economy, that these new residents will use their new home as a 'dormitory', whilst working and spending money elsewhere.

Secondly, we live in a beautiful part of the country; in fact, we moved here recently in order to get away from traffic noise, congestion and pollution, and to embrace nature and the countryside. I believe that the Covid pandemic has opened our eyes to different ways of living, as well as the healing properties of green, open, natural spaces. Further, the impending climate emergency that we are facing, puts the onus on all of us to protect the natural world and recognise how everything is interconnected and kept in balance - if you change something, we need to identify and ensure that any negative effects are minimised.

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route;Option B - Middle route;Option A - Outer route ;

Q8. 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.

My overall concern with Option A is that it encloses a much larger area of green space that is endanger of being built upon - open, green space which will be lost to the citizens of Chippenham forever. If these areas are developed for housing, then Chippenham becomes a conurbation of several suburbs, and these suburbs will have

to have their own amenities to support the residents, which is likely to do very little for the town centre.

- Q9. 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.**

My overall concern with Option B is that it encloses a much large area of green space that is endanger of being built upon - open, green space which will be lost to the citizens of Chippenham forever. If these areas are developed for housing, then Chippenham becomes a conurbation of several suburbs, and these suburbs will have to have their own amenities to support the residents, which is likely to do very little for the town centre.

- Q10. 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.**

Whilst Option C encompasses the least amount of open area, and therefore preferable based on my arguments above, I really do not see the need to build yet another roundabout, close to the existing one at Lackham roundabout in Zone 1. Wouldn't it be better, if you are going to go ahead with this route to start it at the same point as options A & B.

- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

No preference

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

No preference

- Q14. How do you travel to/from Chippenham town centre?**

On foot;Car;

- Q15. Why do you travel to/from Chippenham town centre?**

Market and shopping;For leisure/social engagements;

- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

Walking;Car;Taxi;

MSF 839

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
Wiltshire council have agreed that we are in a climate emergency yet they are intent on pandering to improving road network which will not benefit Chippenham town centre and create a conurbation decoupled away from this without any sensible multi mode transport options. The fact that all three routes will bisect and have preference over the Chippenham to Calne cycle path show that the council still consider the car is king.

I agree that new housing stock needs to be provided but I completely disagree with the share that Chippenham is being set compared to the overall Wiltshire commitments. And putting them within the proposed road will turn the town into a horrible place just as Swindon become with it's housing estates to the west of the centre.

To summaries - I am against the whole scheme until further review and consultation is carried out. Doing this during a national lockdown is very poor judgement.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This will take away valuable arable land and also have a huge impact on the environment and habitats for wildlife
- Q9. 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.**
This will take away valuable arable land and also have a huge impact on the environment and habitats for wildlife

- Q10. 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.**
This will take away valuable arable land and also have a huge impact on the environment and habitats for wildlife
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
This will take away valuable arable land and also have a huge impact on the environment and habitats for wildlife
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
This will take away valuable arable land and also have a huge impact on the environment and habitats for wildlife
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;Train;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 840

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times;
- Q6. 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.**
Chippenham does not need a distributor road or excess house development Each option is damaging to the countryside at a time when environmental issues should be at the forefront of development.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No comment
- Q9. 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.**
No comment
- Q10. 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.**
Starting the road in Showell (Zone 1) seems illogical and expensive given the existing Lackham roundabout is very near.

Starting option C at the existing roundabout still means the route of Option B or C could be followed.

Starting the road in Showell contradicts the proposals outlined in the Wiltshire Council consultation documents for the Local Plan review.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No comment
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No comment
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping/Post Office;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 841

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
I don't believe that Wiltshire Council has made the case that such a large increase in housing is needed. Therefore, until the housing situation is reviewed, discussions on new roads are premature.;
- Q6. 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.**
It seems that developers are taking advantage of the relaxing of planning laws to build anywhere and everywhere without the need to justify the extra housing. Whilst Wiltshire Council might feel that it has no alternative but to grant planning permission, surely the need for new housing needs to be established before any plans on new roads are made. Otherwise we are heading towards concreting over the whole country - which is not good for the environment.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
It has not been established that the proposed extra housing is needed.
- Q9. 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.**
It has not been established that the proposed extra housing is needed.
- Q10. 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.**
It has not been established that the proposed extra housing is needed.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It has not been established that the proposed extra housing is needed.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

It has not been established that the proposed extra housing is needed.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 842

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
No Road;
- Q6. 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.**
No need for another road.Do not spoil the green land around Chippenham as it is the habitat for so many species.Use existing sites for building
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 843

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
I'm against the building of a new road, and would like more consideration given to the environment, landscape and wildlife around Chippenham.;
- Q6. 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.**
I'm opposed to the building of the new road, houses and infrastructure. The protection of the landscape and environment is more important than meeting the government's level for new housing by sacrificing our countryside, and brownfield areas could be considered instead.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 844

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
The council should abandon these plans and spend the money on more worthwhile initiatives. The road and housing, whichever route is chosen, will destroy a natural environment hugely valued by the local community, especially during Covid lockdowns. It is not acceptable or sustainable to expand the town into the Avon/Marden valleys, and does not fit with the council's recently declared acknowledgment of a climate emergency.;
- Q6. 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.**
There needs to be a preference to say no to this road and associated housing altogether, as set out in answer to Q5.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Don't build here at all.
- Q9. 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.**
Don't build here at all.
- Q10. 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.**
Don't build here at all.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't build here at all.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't build here at all.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;
-

MSF844 (cont.)

I would like to register my objection to all of the three proposed road options, and to the development of an associated 7,500 homes. This is a totally inappropriate location for such a development, one that will destroy a hugely valuable natural and historic environment that has been a lifeline to the people of Chippenham during the Covid-19 pandemic. The Chippenham to Calne cycle path, lanes around Stanley and Tytherton Lucas, and the fields, farms and river have helped thousands of us maintain our mental and physical fitness and demonstrate the massive value of our local environment. Please do not destroy it. The proposed road will not alleviate perceived congestion (there is not much of that nowadays, with new ways of working) and in fact will only bring more of it. Neither will it regenerate the town centre, as the new 'suburbs' will not be sustained by employment or spending within the town, only leading to an increase in commuting through, out of and around the town. Nor does it appear to take into account the climate emergency declared by our town council.

If more development must be brought to the town it should be based around the existing road network, in particular around the A350 and towards the M4.

MSF 845

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
There is unique, heritage landscape in every quadrant of this proposal. Chippenham's setting will be utterly destroyed if this proposal succeeds. It would compromise many of the heritage assets and landscape which surround the town.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
In truth, I would prefer that this proposal did not succeed. It is disingenuous in offering assessments/assumptions on the basis of the 'as is', existing environment. It makes no reference to/gives no indication of potential development sites and the disposition of the proposed 7500 homes! While recognising the river flood zones, the proposed bridges are a huge intrusion on the landscape and the existence of any 'line of road' offers development opportunities which would threaten these flood plains. The proposed northern exit threatens considerable pressure on the Malmesbury Road/A350 junction, as well as the B4069. So, areas 3&4, flood plain threat; areas 1, 2 & 3, compromise to heritage landscape; area 5, congestion
- Q9. 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.**
- Q10. 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.**

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Option 1 possibly less intrusive overall.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Retail visits, dentist, railway station for leisure trips.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 846

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
We need to be encouraging people to use their cars less, providing viable alternative options.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
Concerned about the impact on the Wiltshire & Berks canal reconstruction area, a lovely area that would be ruined by a road. Generally concerned about the impact of all road options on the environment and walking access to green space.
- Q9. 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.**
Generally concerned about the impact of all road options on the environment and walking access to green space.
- Q10. 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.**
Generally concerned about the impact of all road options on the environment and walking access to green space.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;Shopping in town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 847

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

N/A

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;

Q6. 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.

Wiltshire Council has declared a climate emergency, if they are serious then all but more building a road has to be a priority. If Wiltshire Council proceed with this plan then it should withdraw its declaration of a climate emergency.

I concur with the conclusion of Chippenham Town Council that NONE of the options are acceptable and that building such a road would destroy valuable countryside and farmland. The whole plan seems to be out of touch of the new normal post COVID 19 and how we need to think differently in response to climate change. This kind of approach of turning market towns into mass commuter housing estates for neighbouring cities is something from the 1980s and 1990s. There is nothing sustainable about these plans.

Wiltshire Council has squandered the opportunity to develop brownfield sites in Chippenham - choosing instead more supermarkets (despite the move to home delivery) and yet more retirement homes, rather than using sites which are 10 minutes walk to train station for affordable housing for young families - e.g. the old police station site, old magistrate court site, the old Vauxhaul garage site.

This money could be better spent improving existing roads, removing fad traffic measures that create congestion, improving cycling routes, investing in improved bus services (Wiltshire Council gave short shrift to a local employer offering to support a bus service from train station to its site), subsidising local trains, better train services to Bath, re-opening Corsham railway station, improved broadband connections so people can work from home. This would be more in line with responding to the declared climate emergency.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I do NOT support this option. This road is not needed at all, there needs to be a no option. See comments in section 6.
- Q9. 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.**
I do NOT support this option. This road is not needed at all, there needs to be a no option. See comments in section 6
- Q10. 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.**
I do NOT support this option. This road is not needed at all, there needs to be a no option. See comments in section 6.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I do NOT support this option. This road is not needed at all, there needs to be a no option. See comments in section 6. Why not just improve the existing road and the bridge centre junction now you have got rid of that community facility!
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I do NOT support this option. This road is not needed at all, there needs to be a no option. See other comments.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;

MSF 848

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
The straighter the route, the less impact there is on the environment from the changes in speeds of vehicles due to braking, accelerating and tyre wear and resultant noise.
- Q9. 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.**
- Q10. 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 the 'Inner route' was chosen, there is very little difference in zone 2 from the current Pewsham bypass.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Bicycle; Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 849

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Reducing 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;Climate change adaptation/mitigation;
- Q6. 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.**
Personally I think tearing through the beautiful countryside is an absolute disgrace
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option C - Inner route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;

MSF 850

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
This road will irreversibly damage the nature and wildlife that is so important to us as residents. The importance of this became clear during the pandemic and the lockdowns. The road itself, the traffic on it and the many new houses that will be built on the farm land will completely destroy the natural amenities for Chippenham residents. This road is unwelcome, not needed to improve the vitality of Chippenham. It will just destroy something much more valuable. Please treat this as our objection, but you didn't include a 4th option in your questionnaire.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Church, shops, restaurants ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 851

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 852

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
The building of this road on any of the three options does not support any of the boxes I have ticked at question 5. Chippenham has had more than it's share of development now. Further development and road building as proposed will destroy viable farmland, natural habitats and create more pollution and noise around the town. There is no option for NO ROAD below, so I cannot answer that question. Why is Wiltshire Council consulting on a road option when it has not yet consulted on the need for yet more housing?
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
There has been no consultation as to the building of yet more houses - what is the need for this road? It will simply destroy farmland and natural habitat. 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.
- Q9. 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.**
There has been no consultation as to the building of yet more houses - what is the need for this road? It will simply destroy farmland and natural habitat. 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.

- Q10. 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.**
There has been no consultation as to the building of yet more houses - what is the need for this road? It will simply destroy farmland and natural habitat. 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.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The Pewsham link roads are only required to link to the new distributor roads. Since my option is no to the distributor road, there is no requirement for this link road.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
The Pewsham link roads are only required to link to the new distributor roads. Since my option is no to the distributor road, there is no requirement for this link road.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 853

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution;
- Q6. 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.**
I have not answered questions 7 to 13 as I do not consider any eastern distributor road should be built round Chippenham. This consultation exercise does not allow anyone with similar views to express this nor to properly state their reasons. Chippenham is quickly turning into an anonymous dormitory town and losing its identity. The building of the road will not contribute to reaching the government's stated targets on global warming, will increase air and noise pollution around the town and will destroy landscape and biodiversity in the area east of Chippenham at a time of widely recognised and reported ecological disaster in this country.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 854

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not build the road;
- Q6. 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.**
It seems completely inappropriate that no road is not given as an option in question 5.

I am opposed to all three road options. The scale of expansion that the road is intended to enable would result in the desecration of beautiful countryside and villages as well as the loss of farmland, which is essential to our food supply. The road would be immensely damaging in terms of environmental impact and greenhouse gas emissions. This seems to go completely against Wiltshire's statements about becoming a carbon neutral county ("However, the council also has an ambition for the county of Wiltshire to become carbon neutral. This will require coordinated action by the public sector, businesses and residents working together towards a shared goal.") It would create far greater traffic congestion than it could possibly alleviate and destroy much of what local people value about living here, with absolutely no guarantee of any future benefits for the town.

The consultation process itself is flawed for the following reasons:

1. It is highly likely that responses will be skewed in favour of a road as the 'no road' option was omitted.
2. Communication of the proposals has been inadequate. No letter was sent out advising the residents of Chippenham and the surrounding villages that this process was going ahead. There has been no proper public consultation. Passive advertising by placing the information on the website and hoping people think to look for it is totally inadequate for something of this magnitude.
3. Presenting the proposal through passive advertising and expecting responses in a time of national lockdown is unacceptable. I would question, when considered with the omission of a 'no road' option, if this is even democratic.
4. No validated evidence or transparent calculations have been presented on the population growth of Chippenham to justify the number of houses suggested by this proposal. Dumping 80% of Wiltshire's housing needs on Chippenham suggests that

the proposal has been devised to suit the HIF bid. I reluctantly accept the housebuilding already in progress and approved for construction, but no more.

There is no evidence to suggest that the road and housing proposals would create any highly paid professional employment opportunities. Hence, the housing and road would only increase commuter outflow.

In the Q&A document from the webinar held on 28 January 2021, it is stated that, "The potential distributor road will be built when planning permission is gained for its construction". Given that the planning will be assessed and determined by Wiltshire Local Planning Authority, whose officers are paid employees of Wiltshire Council, the approval of such application is all but inevitable.

Wiltshire Council is elected by the residents of the county. Is it not time that it started listening to its residents? If it proceeds with this proposal, it will always be remembered for its wilful destruction of what was once a beautiful county in which to live. I urge Wiltshire Council to reconsider.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

Inappropriate due to destruction of countryside / farmland. Likely to worsen flooding issues due to building on green space.

Q9. 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.

Inappropriate due to destruction of countryside / farmland. Likely to worsen flooding issues due to building on green space. Wiltshire Council does not 'own' the farms the taxpayer does.

Q10. 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.

Again this destroys countryside / wildlife habitat / active farmland.

The road is described as a distributor road so will not reduce congestion in the town centre as is described in some documents.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Neither required

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 855

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Don't build here.
- Q9. 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.**
Don't build here
- Q10. 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.**
Don't build here
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Do not build this road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Do not build this road

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF855 (cont.)

I am emailing to register my opposition to the Chippenham HIF bid proposals for a distributor road which would enable 7,500 houses to be built on countryside to the east of Chippenham. Where is the green recovery from the pandemic - building on and destroying this land for the sake of poorly thrown up housing estates encouraging large scale use of cars as the main mode of transport does not fit with any vision that I would like to see for Chippenham.

There is no actual need for these houses - we have no major employer in Chippenham and this would merely encourage new residents to work and spend money elsewhere.

We need green space to grow food, have clean air and a sense of well being - as a regular user of this area I noticed a massive increase of use over the last year - families walking and cycling - friends doing the same - I have never seen so much use in all the years I have lived here and I hope it has shown people how valuable this is to our well being.

Future Chippenham appears to envisage the town as somewhere soul less with large roads, lorries, sprawling heartless housing estates, low skilled jobs in large distribution centres and a Town with a beautiful river and countryside being slowly run down and used only by estate agents, charity shops, hairdressers and an inordinate number of takeaways offering very unhealthy food.

There is a growing feeling amongst residents that this is not a place we want to live in - Chippenham could be a really great Town, good for families, businesses and the wider community. This proposed road and housing development is not the way forward

MSF 856

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing landscape and visual amenity;Protecting and enhancing biodiversity e.g. animal and plant habitats;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 857

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?
Car;Walking;Taxi;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;Taxi;Walking;

MSF 858

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Preserving the green belt between Chippenham and surrounding villages/towns;
- Q6. 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.**
It is imperative to preserve the green belt between Chippenham and surrounding villages/towns. Each has their own identity and characteristics and needs. Extending housing and main roads goes against this and we will end up with no natural land between these. Wiltshire is a rural county but recent development and potential future development is destroying this. I don't want to live in "Swindon".

I strongly oppose all options. I fail to see how adding a road to allow people to go around Chippenham will help central Chippenham and the town centre in particular. If you want to secure Chippenham's future I think you need to look at how to develop the centre of town and make it more attractive as a destination to shop and for leisure. You are simply making it easier for places around Chippenham to get to Bath/Bristol/Swindon quicker!
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Zones 1-4 (2-3 in particular): This will destroy much more rural land(scape) and serves to extend pollution/noise into the countryside, more than other options. I strongly oppose this option.
- Q9. 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.**
All zones closer to Chippenham. Make more sense as does not extend the envelope of development as far as option A.

Little difference to option C. I suspect by splitting these into 2 options you have cunningly split the vote and made it much more likely that option A will be chosen. Option B/C should be treated as the same option at this point to compete against option A! You have unfairly stacked the odds against option A.

Q10. 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.

See comments in Q9 for option B. Inner/middle routes are much more preferable over outer option for rural landscape destruction reasons.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

This goes with Option C hence preference

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

This does with Option B/A hence the reason I don't want it.

Q14. How do you travel to/from Chippenham town centre?

Car;Bus;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Bus;

MSF 859

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;Don't build the road and use brown filled sites for housing. If we wanted urban sprawl we would have moved to Swindon. ;
- Q6. 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.**
We do not want to lose any more green field sites-was Birds Marsh not enough!! We believe you have passed this plan through during the pandemic without proper consultation with the public. This road and houses will decimate our wildlife habitats-we are the most 'nature depleted country in the world'-where is our green and pleasant land? to the land developers. We are totally against this scheme-we will write to the PM. Five generations of our family have lived in the area so we feel very, very strongly that this planning applications should not go through.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Totally against this route
- Q9. 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.**
Totally against this route
- Q10. 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.**
Totally against this route

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Not wanted

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Not wanted

Q14. How do you travel to/from Chippenham town centre?

On foot;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Bicycle;

MSF 860

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
The road are not needed, farm land should be preserved not built on.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
The road isnt needed
- Q9. 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.**
The road isnt needed
- Q10. 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.**
The road isnt needed
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 861

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Reducing air/noise pollution;Climate change adaptation/mitigation;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Preserving and protecting heritage assets;Protecting and enhancing landscape and visual amenity;Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Jobs come first, then low cost entry point housing to supply the available work. Chippenham should not be a dormitory to London, Swindon, Salisbury or Bristol, with the concomitant pollution.
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

Banking, library, occasional shopping. I would prefer to cycle or travel by bus;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bus;Bicycle;

MSF 862

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
None of the options are needed. The distributor road and link road are not needed.
- Q9. 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.**
None of the options are needed. The distributor road and link road are not needed.
- Q10. 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.**
None of the options are needed. The distributor road and link road are not needed.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
None of the options are needed. The distributor road and link road are not needed.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
None of the options are needed. The distributor road and link road are not needed.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

Banking. Shopping. Cinema occasionally;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 863

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
No to the road;
- Q6. 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.**
I do not agree that the road is necessary. The case for 7,500 new homes is definitely not proven as necessary and exceeds the government's recommendations. In this time when biodiversity is crucial as well as combatting climate change, concreting over swathes of the countryside is extremely unhelpful. It will also destroy several working farms.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
A new road is not necessary
- Q9. 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.**
See above
- Q10. 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.**
A new road is completely unnecessary, will cause pollution and ruin countryside
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 864

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 865

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution; Climate change adaptation/mitigation;
- Q6. 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.**
Chippenham is already seriously lacking safe green spaces for families, exercise and well being. Funds should be used to protect assets it has like the disused railway, cycle paths and the canal not build over these. Chippenham has already lost the beautiful birds marsh fields. How much more are we to lose?
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option C - Inner route; Option B - Middle route;
- Q8. 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.**
None of the above
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Car; Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 866

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
The option is not to build the road in the first place as we don't need the road and all the extra houses you are planning on building around it. Build houses in the empty spaces within towns in Wiltshire. ;
- Q6. 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.**
I don't think we need the road in the first place as it will be a precursor for the thousands of houses you are planning on building on the beautiful green sites. My preference is that you build within the empty spaces within towns throughout the whole of Wiltshire.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;Shops ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 867

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Easing traffic congestion and improving journey times; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 868

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
I STRONGLY OBJECT TO ANY OF THE OPTIONS. I DO NOT WANT A NEW DISTRIBUTOR ROAD.

Yet another road around Chippenham will lead to no real benefit for Chippenham. It simply makes it easier to avoid Chippenham. You should be looking at schemes that encourage people into the town. As someone born in Chippenham and still lives on the outskirts I want Chippenham to be a place to be proud of. I feel it is far too easy for residents to choose to leave town and get their leisure/entertainment needs satisfied elsewhere (e.g. Bristol/Bath and even Swindon). Chippenham's good transport links have counted against it in my opinion. Other Wiltshire towns that are further from M4/Railway have better amenities and a better community feel. More roads around Chippenham will make things worse.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Destruction of rural environment. STRONGLY OBJECT.
- Q9. 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.**
- Q10. 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.**

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;Bicycle;

MSF 869

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
- Q6. 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.**
I do not believe that Chippenham needs the housing developments on this scale. The road, with a 30mph limit, is just a service road for the new houses and will not ease congestion.

We need our valuable green spaces for mental health, food production etc. If new accommodation needs building, use brownfield sites around Chippenham which are being left to decay.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Not necessary
- Q9. 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.**
Not necessary
- Q10. 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.**
Not necessary
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 870

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
I do not see the necessity to build a road at all, Westminster may have dictated that thousands of houses are built and that there is a shortage of affordable housing but the need for these houses is not in Chippenham. Where will these people work? How will they be able to travel to their place of work considering train fares are so expensive and we as a "world" are trying to reduce the carbon footprint. More houses = more cars and more miles travelled.
- Q9. 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.**
See above
- Q10. 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.**
See above
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Do not expand the town at all - there is not the support infrastructure in place to cope with such an increase in the size of the town. The council's policies have caused the death of the high street (high parking charges). There are not enough Gp's or dentists to accommodate the current population of the town - where are the new ones coming from when there is such a shortage nationwide
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
See above
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
To go to the bank or collect a prescription - the council have killed off the high street - there is no reason to go into Chippenham;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 871

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■

Q5. 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?

Q6. 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.

I am very uncomfortable with your online form. It doesnt give me the option to say 'no' to the road and everything that will follow on from it if it was built. By not giving me an honest choice, your form is both unfair and misleading. I think it will put a lot of ordinary people off from giving you honest feedback and comments.

Please can you treat my comments in this box as follows:

1. I dont support either option A or B or C. all are damaging to whats there but some options are worse than others.
2. the road will end up destroying the wildlife and biodiversity thats there now and that I my parents and my grand parents have enjoyed for many years.
3. the road will also cause poor air quality to the south and east of Chippenham as it will just move some vehicles from other roads onto this new road.
4. if the road is built the good quality farm land will be pushed out and this cant easily be replaced.
5. how can this road ever be a benefit to the people of Chippenham if it destroys the peaceful environment and the green lung that is so close to the centre of the town?
6. if the road is built, thousands of new houses will be crammed into the wildlife rich areas of the Avon and Marden which we use so often and which we rely on for our wellbeing and good mental health.
7. without the open country side and clean air and diverse wildlife this will become just another commuter town like Swindon or Trowbridge.

please may i ask that you use a better way to ask for comments in the future. It is very undermining of you to deliberately not give an option of no road or to not give us the option to make our own suggestions that could be helpful to you. Your form seems to say "we have already narrowed down the options and we tell you what you can chose from our menu but you can not tell us of suggestion that you may think would be best".

Wiltshire council is better than this and your way of asking for comments is undemocratic and undermines local people in taking control of their own communities.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;
- Q15. Why do you travel to/from Chippenham town centre?**
i already live in Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 872

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
The road is unnecessary, destroying the countryside, extortionate costs involved. Money would be better spent on the town centre shopping area which is fast becoming delapidated.
- Q9. 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.**
The road is unnecessary, destroying the countryside, extortionate costs involved.

Money would be better spent on the town centre shopping area which is fast becoming delapidated.
- Q10. 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.**
The road is unnecessary, destroying the countryside, extortionate costs involved.

Money would be better spent on the town centre shopping area which is fast becoming delapidated.
- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 873

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Is there an actual need?;
- Q6. 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.**
The road would only be required to support additional houses. Given the already considerable growth in housing e.g. Cepen Park north & south, ever growing Pewsham Estate, Birds Marsh development etc. where is the need for an additional 7500 houses? Demonstrate your commitment to Chippenham by investing in the town centre which has been neglected for years. Why would anyone would want to move to a town that offers so little in the way of retail opportunities.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Not required
- Q9. 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.**
Not required
- Q10. 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.**
Not required
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not required
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not required

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 874

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
██████████
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████ ██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Climate change adaptation/mitigation;
- Q6. 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.**
DO NOT BUILD A ROAD, THERE ARE PLENTY OF BROWN SITES TO BUILD ON, STOP DESTROYNG OUR COUNTYSIDE.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
DO NOT BUILD ROAD, ITS NOT NECESSARY,
- Q9. 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.**
DON NOT BUILD ROAD
- Q10. 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.**
DO NOT BUILD
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

TO VISIT SHOP/BANK;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 875

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
We should be protecting green spaces at ALL times and NOT building on them. I am appalled that Wiltshire council is even considering this unnecessary road and expansion of the town. I don't want Chippenham to become like Swindon. Wiltshire especially around Chippenham is already seriously lacking in bio diversity. Hardly any trees, hedgerows neglected ripped down, netted. But this is clearly about money again sadly. Once it's gone it's gone. Think of your grand children's children before obliterating more of the countryside. Giving quaint flower and tree names to the streets on the new housing estates to make yourselves feel better, does not make it okay! DISGRACEFUL! I don't rank any of the routes as
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Bus;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;Walking;

MSF 876

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

NA

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Whether the road is necessary in the first instance. A 'do nothing / no new road' option should have been included;

Q6. 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.

The road is not necessary in the first instance. Housing could go elsewhere - it does not require an entirely new distributor road. Similarly, the need for a new road on the grounds of alleviating congestion in the centre is not substantiated. The creation of a new road will create more traffic. A new road is therefore not a sustainable approach to planning. In the age of Climate Emergency - which we are in - it is shortsighted, wrong-headed and down-right irresponsible.

This development - whichever route - will directly result in a further, significant increase in carbon emissions, noise emissions and biodiversity loss, as well as direct and indirect impacts on the health of local residents through reduced access to nature, lower air quality and further heating effects of climate change.

This current consultation, proceeding in its current form, pre-judges the outcome of the Local Plan Review. This is an entirely unacceptable approach to local planning - it does not represent meaningful public consultation.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

This road is unnecessary. The need for, and location of, the road should be considered within the same consultation as proposals for new housing. This consultation on the distributor road should be postponed until the findings of the Local Plan Review are known and have been reported on. This current consultation, proceeding in its current form, pre-judges the outcome of the Local Plan Review. This is an entirely unacceptable approach to local planning - it does not represent meaningful public consultation.

- Q9. 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.**
 This road is unnecessary. The need for, and location of, the road should be considered within the same consultation as proposals for new housing. This consultation on the distributor road should be postponed until the findings of the Local Plan Review are known and have been reported on. This current consultation, proceeding in its current form, pre-judges the outcome of the Local Plan Review. This is an entirely unacceptable approach to local planning - it does not represent meaningful public consultation.
- Q10. 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.**
 This road is unnecessary. The need for, and location of, the road should be considered within the same consultation as proposals for new housing. This consultation on the distributor road should be postponed until the findings of the Local Plan Review are known and have been reported on. This current consultation, proceeding in its current form, pre-judges the outcome of the Local Plan Review. This is an entirely unacceptable approach to local planning - it does not represent meaningful public consultation.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
 This road is unnecessary. The need for, and location of, the road should be considered within the same consultation as proposals for new housing. This consultation on the distributor road should be postponed until the findings of the Local Plan Review are known and have been reported on. This current consultation, proceeding in its current form, pre-judges the outcome of the Local Plan Review. This is an entirely unacceptable approach to local planning - it does not represent meaningful public consultation.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
 This road is unnecessary. The need for, and location of, the road should be considered within the same consultation as proposals for new housing. This consultation on the distributor road should be postponed until the findings of the Local Plan Review are known and have been reported on. This current consultation, proceeding in its current form, pre-judges the outcome of the Local Plan Review. This is an entirely unacceptable approach to local planning - it does not represent meaningful public consultation.
- Q14. How do you travel to/from Chippenham town centre?**
 On foot;Train;Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
 As part of my commute to/from work;For leisure/social engagements;To be in the countryside that surrounds Chippenham - which this proposal will destroy.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
 Bus;Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Train;Bus;Walking;

MSF 877

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Reducing air/noise pollution;
- Q6. 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.**
Not build the road
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Not build the road
- Q9. 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.**
Not build the road
- Q10. 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.**
Not build the road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not build the road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not build the road
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Car;

Q15. Why do you travel to/from Chippenham town centre?

Shopping/walking;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF877 (cont.)

This proposed development is so wrong on every level. This beautiful green space is the only one we have as residents this side of the town. This area has a huge diversity of plants, woodland and wildlife which by building roads and houses will destroy. 7,500 homes will lead to at least 15,000 extra vehicles, with the planet in crisis how can this be acceptable. Extra pollution and noise. Once this countryside is gone, it's gone forever. Walking along the canal is one of the nicest walks locally, is it right to totally change it? How can we explain to the next generation that this was right, I can't.

There seems to be a large amount of naivety with the assumption that a ring road will mean drivers will use it! Most drivers appear to take the shortest route if the traffic going along the London Road is anything to go by, traffic will still use this route and other routes through the town as they are quicker.

With the amount of road and drives etc where will all the surface water go? Surely this will increase the flooding at Lacock if it is discharged into the River Avon, this area already floods.

Councillor P Whitehead said on Points West that at least 40% of the housing would be affordable, would really like to know what price he thinks is affordable. There is little housing in Chippenham that first time buyers can afford. As we all know developers have a nasty habit of running rings round Wiltshire Council when it comes to planning matters. Why is it necessary to build on this land, is it because Wiltshire Council and the Earl of Lansdowne most of it!

There is very little employment in and around the town, so where will all these people work? This development is unlikely to attract business, being the wrong side of the M4 might be a reason.

Why should Wiltshire Council feel obliged to build a road for others to make a vast profit! Perhaps before asking for Government funding, a consultation might have been a wise decision.

Is Wiltshire Council that desperate to sell it's farmland for 30 pieces of silver!

A desperately sad Pewsham resident,

MSF 878

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; DO NOT BUILD THIS ROAD - it will destroy our countryside;
- Q6. 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.**
This road will ruin the beautiful farm land and countryside to the North and East of Chippenham. We are very lucky to have rare and special wildlife such as Roe Deer, newts, adders, red kites, muntjacs, foxes and badgers that balance and maintain a wonderful amenity for all local resident to enjoy. There are no road options that work for me. This road will destroy our wildlife habitat and the countryside in which all of us seek spiritual refreshment. Chippenham has no need for 7000 new houses - there is not the work available to provide income for so many more residents - already we have high levels of unemployed people looking for work - and not just due to Covid 19. Chippenham does not have the amenities for such a massive growth in population. Local residents do not want our countryside destroyed for homes and a new road which no body needs or wants. You must stop this barbaric destruction of our countryside, resulting destruction in our natural fauna and flora and massive environmental damage.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
abhorrent destruction of countryside and wildlife. do not build this road.
- Q9. 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.**
abhorrent destruction of countryside and wildlife. do not build this road.
- Q10. 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.**
abhorrent destruction of countryside and wildlife. do not build this road.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
stop building roads and houses - we do not want them or need them
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
stop building roads and houses - we do not want them or need them
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;Walking;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 879

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Reducing air/noise pollution;Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;Walking;

MSF 880

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

I do not consider that we should be looking at options for a new road before proper consultation has been done;

Q6. 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.

Why is WC consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan? The whole plan is an environmental disaster ruining the beautiful Chippenham countryside and riding rough-shod over local NDPs. The road pre-supposes that there is a requirement for an extra 5000K houses over and above the government target. All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

NO TO THE ROAD

Why is WC consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan Review? The whole plan is an environmental disaster ruining the beautiful Chippenham countryside and riding rough-shod over local NDPs. The road pre-supposes that there is a requirement for an extra 5000K houses over and above the government target. All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Q9. 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.

NO TO THE ROAD

Why is WC consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan Review? The whole plan is an environmental disaster ruining the beautiful Chippenham countryside and riding rough-shod over local NDPs. The road pre-

supposes that there is a requirement for an extra 5000K houses over and above the government target. All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

- Q10. 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.**

NO TO THE ROAD

Why is WC consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan Review? The whole plan is an environmental disaster ruining the beautiful Chippenham countryside and riding rough-shod over local NDPs. The road pre-supposes that there is a requirement for an extra 5000K houses over and above the government target. All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

NO TO THE ROAD

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

NO TO THE ROAD

- Q14. How do you travel to/from Chippenham town centre?**

- Q15. Why do you travel to/from Chippenham town centre?**

- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**

- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 881

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
The damage to the green area around Chippenham I personally feel is entirely unnecessary. The road is only being built to facilitate additional house building which will entirely change the nature of the town as it stands.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 882

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
Protection green habitat is hugely important were losing our countryside and wildlife to housing.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1 ;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot; Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Car;

MSF 883

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; Why is there no option of “no road”? I don't want the road to be built at all ;
- Q6. 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.**
I do not believe we need this road and I feel sad and angry that our council are planning to spend such a huge amount of tax payers money on such an unnecessary project . As I indicated above , I believe we should be concentrating on protecting our green spaces , protecting wildlife - flora and fauna . Essentially the environmental concerns around this type of project should tell anyone that it's not a good idea , especially at this time when we are craving fresh air and green spaces . . We should be looking at improving public transport and making it efficient and cheap so that people can use it instead of individual cars . The other concern I have is regarding the houses that will be built on precious farm land and green fields . We need to support our farmers to provide local food for us , not kick them out of their homes to build a road . If a new road is built it will attract more and more cars and it won't be long before another new road is needed because this one is “full up “ . The other problem with roads , pavements , and new houses is that the concrete adds to the problems of flooding and all the hundreds of people add to pressure on our already stressed systems and infrastructure. Please don't build this road . I don't want it and I know many people who live in and around Chippenham don't want it either .
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I don't think we should be building the road .
Where is the “no road “ option ?

- Q9. 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.**
No road to be built
- Q10. 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.**
No road is my choice
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
It's irrelevant because I don't want the road to be built at all
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road at all Thankyou
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
Shipping and errands ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;

MSF 884

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Destroys more of the environment, trees and animals habitats
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Taxi;Walking;

MSF 885

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Preserving and protecting heritage assets; Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Climate change adaptation/mitigation; Easing traffic congestion and improving journey times; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**
Any new road proposal should be built we should be looking into Carbon neutral ways of moving people from A to B and a huge ring road around Chippenham isn't one. It's disastrous and just a ways and means to get large housing development in a town where the services provided can not cater for the existing population.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Specific feedback is that none of these routes should go ahead or are required. Please note I have not ordered the routes in question 7 as they are all as bad as one another my feedback on all the options are they are a environmental, ecological and visual disaster. I don't think congestion in the town is a problem a ring road will once again destroy the town centre. Don't make Chippenham the next Swindon.
- Q9. 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.**
Specific feedback is that none of these routes should go ahead or are required. Please note I have not ordered the routes in question 7 as they are all as bad as one another my feedback on all the options are they are a environmental, ecological and visual disaster. I don't think congestion in the town is a problem a ring road will once again destroy the town centre. Don't make Chippenham the next Swindon.

- Q10. 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.**
 Specific feedback is that none of these routes should go ahead or are required.
 Please note I have not ordered the routes in question 7 as they are all as bad as one another my feedback on all the options are they are a environmental, ecological and visual disaster. I don't think congestion in the town is a problem a ring road will once again destroy the town centre. Don't make Chippenham the next Swindon.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
 Again I have not ordered the options for the Pewsham link road as I am not in agreement with them and therefor other than the Pewsham link should not go ahead I do not have feedback other than they are a environmental, ecological and visual disaster and not required.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
 Again I have not ordered the options for the Pewsham link road as I am not in agreement with them and therefor other than the Pewsham link should not go ahead I do not have feedback other than they are a environmental, ecological and visual disaster and not required.
- Q14. How do you travel to/from Chippenham town centre?**
 Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
 For leisure/social engagements;For retail. Would travel by bus but poor bus times from village (Sutton Benger);
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
 Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
 Car;

MSF 886

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Reducing air/noise pollution;
- Q6. 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.**

I am highly concerned that the consultation on the road route does not provide the option for no road to be built. I am also highly concerned that the public is being consulted without all the facts available to them, which may materially change the outcome of the consultation. In particular, it is crucial for the public to see and be aware of the plans for new development in the zones surrounding the proposed routes. I suspect that any decision based on the current consultation would be ultra vires and subject to judicial review. I am not against progress or expansion per se, what I am against is the way in which this is being done by Wiltshire CC.

In respect of the overall proposals, I am highly concerned that Chippenham appears to be being targeted for more than its fair share of development. It is clear that Chippenham does not require 7500 new homes, and that this is clearly overshooting the needs of this community for expansion. Without addressing this, how can residents be asked to address which route the road should go to service 7500 new homes? If in fact 7500 new homes are not built, is the road even necessary? These are the sorts of questions that the public are unable to hear answers to with the way this proposal has been structured.

Additionally, I have read the environmental impact study, but I have not seen where this links into Wiltshire CC's commitment to be carbon neutral, or how Wiltshire CC intends to make any road and/or development sustainable and with the least impact to climate change. Also, I love the Avon Valley and the beautiful countryside around the east and south of Chippenham and do not want to see it built on. I would rather see investment in better public transport around Chippenham to ease congestion.

In the circumstances I believe I cannot provide an opinion as to which route should be built, because the information available does not allow me to make such a decision.

I live next to the Bird's Marsh estate that is currently being developed. The developers have closed public footpaths without permission and without rerouting them; they have been using the incorrect drainage system resulting in multiple visits by Wessex Water due to the excessive load on the system causing blockages; Hill Corner Road and its surrounds has turned into a rat run where cars drive significantly above the speed limit, and a boy was killed one street over last year; the development has made noise overnight in breach of its regulations; and the 'relief road' off the northern A350 roundabout that was due to ease traffic along Hill Corner Road trying to reach the estate still has not been opened. In addition, adding value to Chippenham town centre to support the significant additional population living in these houses has not been forthcoming, and the proposed community hub appears to be no more than a corner shop. In the circumstances I have little hope that any proposal for an additional 7500 houses will possibly serve the community in any positive way.

I urge the Council to look west not north when designing any future plans for Chippenham. The Mulberry Park estate in Bath is a shining example of how additional development can actually add value to a community. The design itself is beautiful, with a long avenue of townhouses meeting a sweeping crescent that acts as a community hub in front of a large open space, and Bath has a fantastic array of shops, restaurants and entertainment venues. Swindon on the other hand has a declining town centre, all shops are in huge premises on the outskirts or near the ring road that no doubt will be closing post-covid as the size is too large for the profit it brings. Retail should be immersive, and be a cool place to hang out or an elevated aesthetic, not just a place to buy stuff. Please do not turn Chippenham into another Swindon, where its most notable feature is an excessive number of roundabouts.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;Train;Car;

- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;As part of my commute to/from work;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Train;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 887

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
It is the farthest of the three options and being respectfully located among the fields in a manner to be less disruptive to natural habitats already existing in the areas marked. I will also highly recommend and ask if extensive tree planting will be put all along the desired route on both sides, at least 10 mts width extension on each side throughout the route. This will add a sound barrier as well as hidden from the view to camouflage with the existing natural tree lines. No trees, no road. I hope I made myself clear.
- Q9. 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.**
No.
- Q10. 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.**
No, definitely Not. It is too close to town and it will destroy the easy-reached natural habitats we residents enjoy most.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The most suitable herewith presented as it is already connecting with Lackham college. I am pleased whether the current or future students of the said college can travel/walk/cycle with no problems of traffic accidents. That is the main concern.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No. Nothing to say.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
Just for shopping once a fortnight.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 888

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
None of the above no to the proposed road;
- Q6. 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.**
None of the above no to the proposed road
poor consultation at the outset
Reduction in green space
insufficient work opportunities south of Chippenham
encourage more traffic. to go through town to Motorway
building on a flood Plain
the only social amenity in Chippenham, The Berks and Wilts canal blighted by new road and houses
Pewsham to become a small town not a pleasant place to live
Chippenham as a town cannot support 7500 houses which will double the population increase car ownership and lead to calls in a few years to build another bypass. stop the plans now before its too late
most traffic will use London road not a bypass
If you lived in Chippenham you would understand the depth of feeling against the road and development
Once the green space built on it is lost forever
it was said 35 years ago that Chippenham needed more houses local plans come and go, council money wasted, now further waste on yet another plan that will have a greater impact on people's lives and the environment than and of the previous plans without real justification for the need

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No to the proposed road
- Q9. 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.**
No to the proposed road
- Q10. 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.**
No to the proposed road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No to the proposed road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No to the proposed road
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Walking;

MSF 889

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
North West Wiltshire Ramblers
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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; Protecting and enhancing the walking environment;
- Q6. 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.**

North West Wiltshire – Barriers to Active Travel

North West Wiltshire has been divided up by major roads – notably M4, A350, A429, A420, A4 and new north Chippenham spine road. With the proposed Future Chippenham routes this will only increase.

The effect of the major roads is to restrict the ability to walk north to south and east to west, reducing many footpaths and bridleways to dead ends. Many of these are now obstructed, overgrown and unsigned. Parts of these major roads have no footway which prevents them being used to walk between settlements or to join up with the rights of way network.

With further ‘improvements’ to trunk roads the situation can only deteriorate further. There are numbers of large roundabouts on these routes which present significant barriers to pedestrians, cyclists and equestrians.

A429 – 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).

A350 – 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.

A420 – no safe crossing points between county boundary and Hathaway medical centre – 11.2km. Wide verges but overgrown and often impassable.

A4 – 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.

M4 – 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.

- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
Option A appears to be worst for connectivity, environment and cost
- Q9. 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.**
Option B has some environmental and connectivity advantages
- Q10. 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.**
Option C has better connectivity, better for environment and lower cost.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1 ;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Option 1 has better connectivity
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Option 3 is environmentally better and lower cost
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
banking - all closed in Corsham; For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;

MSF 890

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Not applicable - I do not travel to/from Chippenham town centre;

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 891

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

████████

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; I am saying 'No' to the road option;

Q6. 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.

The Council has not made a case for thousands more houses in Chippenham, this attempts to predetermine the local plan. The housing targets are nearly 5,000 more than the Government is requesting. I think that an agreement for the number of houses Chippenham needs should be done first. You could consider looking at building more houses where the A350 has already been improved to support more cars and where it has been made a dual carriageway. Developing in surrounding villages like Corsham would allow for the station to be re opened also. This would allow people to get into Chippenham town centre without all the cars trying to get through the town centre.

I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location. The diagram of the roads should include all the houses to see the true impact of the proposal. People may be tempted to a road but once they see all the houses on that route they would be less impressed with the true proposal!

Building all these houses and roads is likely to create flooding. Concreting over all the fields would cause a great deal of run off into the river. There was talk in the past of building Sustainable drainage systems but depending on the size and specification of these they may not hold enough water during the winter months when river levels are at their highest and the SUDS may not be made large enough to hold months worth of heavy rainfall.

The road and the massive housing development would concrete over the open space and lush wet farmland which can sustain crops due to the locality of the river. Now we have left the EU we need our own farms more than ever.

The road option would be used by people trying to get from the M4 to the A4 and vice versa. I think it would become a very busy, noisy route in no time, thus making it the

wrong type of road for the type of traffic using it. I also think that the location of the houses would attract people looking to live in Chippenham and commute out - hardly something that we want more of.

All the planned routes on offer would be very damaging in terms of environmental impact, traffic impact and additional greenhouse gas emissions.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I object to any road
- Q9. 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.**
I object to any road
- Q10. 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.**
I object to any road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I can't work out which is which. I prefer the yellow on on the aerial map.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I can't work out which is which. I prefer the yellow on on the aerial map.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Bicycle;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;Bicycle;Car;

MSF 892

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

████████

Q5. 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?

Protecting and enhancing landscape and visual amenity; Protecting and enhancing biodiversity e.g. animal and plant habitats; Reducing air/noise pollution; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; no to the road option;

Q6. 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.

I do not agree that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, by doing so attempts to predetermine the Local Plan. The diagram of the roads should include all the houses to see the true impact of the proposal. People may be tempted to a road but once they see all the houses on that route they would be less impressed with the true proposal.

The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting. An agreement for the number of houses Chippenham needs should be the first step. One should be looking at building more houses where the A350 has already been improved to support more cars. Developing in surrounding villages like Corsham would allow for the station to be re opened also. This would allow people to get into Chippenham town centre without all the cars trying to get through the town centre. The ring road is not going to help over 7500+ people and cars trying to get into the town centre to do some shopping, you would need a park and ride system.

The road and the massive housing development would concrete over the open space and lush wet farmland which can sustain crops due to the locality of the river.

Building all these houses and roads is likely to create flooding - with all the concrete there would be a lot of run off into the river. There was talk of building Sustainable drainage systems but depending on the size and specification of these they may not hold enough water during the winter months when river levels are at their highest and the SUDS may not be made large enough to hold months worth of heavy rainfall.

Before a road is build we need to see the justification for the number of houses, what the development would look like and how all these new dwellings and people would affect the town. I suspect it would bring it to a stand still.

The road option would be used by people trying to get from the M4 to the A4, I think it would become a very busy, noisy route in no time, thus making it the wrong type of road for the type of traffic using it.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
no road
- Q9. 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.**
no road
- Q10. 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.**
no road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I can not tell which is option 1 and option 3. It would be best to keep the road away from the new walking area so that you are not surrounded by the noise of cars. This would be the option which is further away from the town centre.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I can not tell which is option 1 and option 3. It would be best to keep the road away from the new walking area so that you are not surrounded by the noise of cars. This would be the option which is further away from the town centre.
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Food shopping ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bicycle;Walking;

MSF 893

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Not building anything near Chippenham Any plan will ruin our town for ever;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
using the services of the shops, and banks and businesses;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Walking;

MSF 894

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
None of these road options please. This road (all 3 options) will ruin the rich biodiversity of the river valleys and the varied wildlife that we enjoy on a daily basis.

We do not support of your options and we would like to suggest a new option : don't build the distributor road or the new housing estates.

Chippenham stands to lose so much more than it would gain from this road. The damage would be irreversible and the open farm land and clean air would be gone forever.

This road will be the cause of huge growth that is not suited to this location.

Building the road will create more ttraffic overall, it won't just move or replace it. More vehicle journeys will be encouraged which is the opposite of what is needed.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Groceries, cafes, shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Bicycle;Walking;

MSF 895

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
I don't like the premise - that there will be a road at all.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
not necessary
- Q9. 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.**
not necessary
- Q10. 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.**
not necessary
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I do not want to rank them, I want an option to say 'none'
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
see above
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;shopping. Why isn't this an option above?;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 896

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
This is unnecessary use of funds and destroying precious landscape.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
All of these are destroying precious landscape/ farmland/ houses and nature
- Q9. 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.**
All of these are destroying precious landscape/ farmland/ houses and nature
- Q10. 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.**
All of these are destroying precious landscape/ farmland/ houses and nature
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
All of these are destroying precious landscape/ farmland/ houses and nature
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
All of these are destroying precious landscape/ farmland/ houses and nature
- Q14. How do you travel to/from Chippenham town centre?**
Car; On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 897

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets;
- Q6. 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.**
Any of the proposed road routes would be catastrophic for the area, not least because road use patterns have reduced and will continue to reduce since the awarding of a road grant. The real solution is to massively improve the cycle and pedestrian network and to keep new housing down to necessary levels, which are considerably lower than cited, speculative housing developers' ambitions. Climate change solutions need to be top priority
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;Car;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For shopping and other amenities.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 898

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
The council should be considering the changes that Brexit and the Pandemic have had on the actual needs for Chippenham. These are major shifts that may change what's actually needed rather than meeting objectives agreed before these major events happened. It also does not take into account the results of the 2021 census;
- Q6. 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.**
The pandemic has shown how much more Chippenham values its open spaces and proximity to beautiful countryside. Brexit, the pandemic and other world events have shown issues with food security. The proposed road and farm sell-off puts Chippenham and Wiltshire in a less sustainable place, not solving it as is being suggested.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Not needed
- Q9. 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.**
Not needed
- Q10. 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.**
Not needed
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not needed

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Not needed

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 899

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
████████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
NO to any of the 3 road options, cutting right across a biodiversity landscape and conservation area of the river Marden and the Marden valley and the sites of historical interest (medieval village)
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
Do NOT USE
- Q9. 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.**
Do NOT USE
- Q10. 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.**
Don't agree with this route but does less damage to the natural area and surrounding countryside than the other options - Zone 2
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;Car;
- Q15. Why do you travel to/from Chippenham town centre?**
shops - there are none where I live;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 900

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■
- Q5. 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?**
DO NOT BUILD THE ROAD; Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;
- Q6. 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.**

No matter what route the planned road takes Wiltshire Council will see it as justification for infilling the total area between it and the existing Chippenham boundary. The council are looking to agree to 5,000 more than requested by the Government but have yet to make the case for this number. The only beneficiaries of this policy will be the landowners and developers neither of whom, no doubt, will be willing to make the level of contribution to the infrastructure that will benefit the residents.

Over the past few years the A350 has been upgraded to the west of Chippenham to a dual carriageway in most parts. If the issue is one east bound traffic using Bath Road and the Bridge Centre roundabout, perhaps a short new road could be designed to take traffic from the south of the town to Pewsham Way.

Since the road infrastructure exists to the west of the town, and if residential development cannot be avoided, it should be centred on that side of town.

The planned eastern bypass and the subsequent residential development will damage a beautiful and nature rich area. The inclusion of tree lined roads and community orchards etc. in the development will represent only a tiny fraction of the biodiversity lost due to the road and concreting over fields.

The new road will devastate the agriculture on that side of the town at a time when we should be looking to increase the supply and purchase of locally produced food.

A new road will just create problems; there will be increased pollution, reduced green space and a massive increase in greenhouse gas emissions. All at time when there is strong evidence linking green space with better mental health and the council is suggesting they are committed to becoming carbon neutral. How less green can a council be? It is time that Wiltshire Council should stop following a policy of develop at all costs and instead look at preserving the county for the good of the residents.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 901

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option A - Outer route ;Option B - Middle route;
- Q8. 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.**
We do not want any link roads as it would add to air pollution, noise etc., Ruin the countryside we have left in Chippenham and also the animal habitat. I say no to any of your Options A,B or C as this would cause more congestion with all the buildings and houses that are planned for. Chippenham town couldn't cope with all the extra people either.
- Q9. 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.**
As above. No to link road or building of houses.
- Q10. 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.**
As above. No to link road or building of houses.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No roads and no homes.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No roads and no homes.

- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 902

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
Reducing the most damage to farmland, our house and surrounding farms and houses, nature and fields.
- Q9. 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.**
- Q10. 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.**
Goes directly through our house that we live in with our children and animals
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1; Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Going straight through Stanley park which provides vital exercise for
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
As above
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 903

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
- Q4. Please let us know your post code.**
- Q5. 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?**
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?
Car;Walking;

MSF 904

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Up to 25 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not build the road;
- Q6. 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.**
The road is not necessary or that Wiltshire Council should be consulting over a road before consulting on the number of houses and their location.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Road not necessary.
- Q9. 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.**
Road not necessary.
- Q10. 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.**
Road not necessary. Council hasn't made a case for the need to have thousands of new homes in Chippenham.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Road not necessary.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Road not necessary.
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 905

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
DO NOT BUILD THE ROAD;
- Q6. 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.**
There is no justification for the eastern bypass – it is just the Council's vanity project of making Chippenham another Swindon.

The more roads we have, the more cars will use them generating more pollution and greenhouse gases. So much for the council's 'green' credentials.

The council will use the road as an excuse for developing inside it resulting in less green space - which is proven to be good for peoples mental health - and less and less biodiversity. The farmland should remain green to be used for agriculture or to be re-wilded with native woodland.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 906

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity;

Q6. 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.

Suggested content for general email response

My comments cover the Future Chippenham plan consultation. The National Planning Policy Framework requires plans to 'take a proactive approach to mitigating and adapting to climate change in line with the Climate Change Act', which requires the UK to achieve zero carbon by 2050 and (in the 6th Carbon Budget) to reduce emissions by 68% by 2030. The Council voted in 2019 to seek to reduce Wiltshire's carbon emissions to net zero by 2030.

Despite this democratic mandate and the legislative and planning framework, the proposed infrastructure changes fail to include any meaningful measures to achieve material reductions in carbon emissions, and indeed the proposed approach to development, both housing and roads, will significantly increase overall emissions.

The Local Transport Plan, of which the Future Chippenham planned road route is part, admits that its projections of future traffic volumes are based on out-dated assumptions, and fails even to mention how climate change policies could affect future traffic patterns. No attempt is made to quantify any of these emission impacts. Also, the proposed housing on the site south east of Chippenham are houses that are in addition to the 41,000 houses required by National Government and will inevitably increase dependency on private cars.

Wiltshire Council cannot justify creating a suburb on a green site to the south east of Chippenham to build unnecessary housing. There is no assurance that in selecting this site every effort has been made to identify brown sites and to 'maximise use of previously developed land' as required by Wiltshire Council. There has been no comprehensive impact assessment, especially in light of climate change, conducted on those communities downstream, namely 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.

For all of the reasons outlined above, all of the three proposed plans for roads to support Future Chippenham must be rejected.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This is unacceptable for reasons outlined above
- Q9. 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.**
As per above
- Q10. 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.**
As per above
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
To catch the train ;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 907

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Making Chippenham self sustaining and not a commuter town;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I strongly disagree with all sections of this option
- Q9. 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.**
I could agree to part 1 and 2 but strongly disagree with parts 3, 4 and 5
- Q10. 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.**
I could agree with parts 1 and 2 but strongly disagree with parts 3, 4 and 5
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 908

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Climate change adaptation/mitigation; Reducing air/noise pollution; Preserving and protecting heritage assets;
- Q6. 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.**
Do not build this - not needed
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ; Option B - Middle route; Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Do not build
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Do not build
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 909

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Reducing air/noise pollution;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;Bicycle;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;

MSF909 (cont.)

The consultation of the plan is biased in favours of the road and development.

You have not given the option to reject any of the routes which is not a fair way of gathering feedback from residents.

The road and the plan for housing in the area must be changed so that it includes much needed infrastructure at the heart of any plans and not as an after thought. Also the quantity of housing suggested is far too high for the area.

I cannot support these plans as they stand

MSF 910

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
PLEASE DO NOT BUILD
- Q9. 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.**
PLEASE DO NOT BUILD
- Q10. 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.**
PLEASE DO NOT BUILD
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
PLEASE DO NOT BUILD
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
PLEASE DO NOT BUILD

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 911

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
I don't agree with option a, b or c and do not support the road being built at all
- Q9. 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.**
I don't support any option
- Q10. 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.**
I don't support any option
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Walking;Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 912

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
N/A
- Q3. Which age bracket do you fall into?**
Between 26-35 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets;
- Q6. 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.**
The fact this road is the start of a huge house building operating in the coming years is very disappointing. There are beautiful green spaces around Chippenham which is a market town, not a commuter town. The plans to build all the houses spreading over Greenfield sites is disgraceful. There are so many empty brownfield sites in Chippenham, Trowbridge and Melksham which are not being used because it is easier for developers to start from scratch. Developers should be challenged to utilise these spaces before we destroy what little green space we have left. To be able to walk into fields from our homes is a privilege and saving grace for our mental health and this cannot be taken for granted just because its easier to develop on fresh ground. There is a climate emergency, we need to be smart about what we choose to do when planning the development of our towns and this is not smart, it is the easy option.
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route; Option B - Middle route; Option A - Outer route ;
- Q8. 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.**
This is just a plug to be able to squeeze more houses into chippenham without thinking or caring about the consequences, as long as you meet your targets. It is shameful you are not able to spend time being intelligent and strategic about your decisions and the future of Chippenham, Wiltshire and indeed the world. Make sustainable decisions please. Do not build this road.

Q9. 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.

This is just a plug to be able to squeeze more houses into chippenham without thinking or caring about the consequences, as long as you meet your targets. It is shameful you are not able to spend time being intelligent and strategic about your decisions and the future of Chippenham, Wiltshire and indeed the world. Make sustainable decisions please. Do not build this road.

Q10. 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.

This is just a plug to be able to squeeze more houses into chippenham without thinking or caring about the consequences, as long as you meet your targets. It is shameful you are not able to spend time being intelligent and strategic about your decisions and the future of Chippenham, Wiltshire and indeed the world. Make sustainable decisions please. Do not build this road.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

This is just a plug to be able to squeeze more houses into chippenham without thinking or caring about the consequences, as long as you meet your targets. It is shameful you are not able to spend time being intelligent and strategic about your decisions and the future of Chippenham, Wiltshire and indeed the world. Make sustainable decisions please. Do not build this road.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

This is just a plug to be able to squeeze more houses into chippenham without thinking or caring about the consequences, as long as you meet your targets. It is shameful you are not able to spend time being intelligent and strategic about your decisions and the future of Chippenham, Wiltshire and indeed the world. Make sustainable decisions please. Do not build this road.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Train;

MSF 913

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
██████
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;
- Q6. 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.**
Why is this consultation not linked to the house building planning associated with it ?
This is a biased plan which does not consider the whole and attempts to mislead the people of Chippenham.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I do not agree with this option
- Q9. 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.**
I do not agree with this option
- Q10. 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.**
I do not agree with this option
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 914

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not build the road;
- Q6. 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.**
The road is associated with the delivery of a large number of new homes, however the case for needing such a large number is unclear and the number itself higher than the government target. It will destroy important habitat in the Avon and Marden Valley and will increase pollution.
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;Walking;

MSF 915

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 26-35 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; I strongly object to ANY distributor road being built.

Q6. 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.

I object to the building of a distributor road as it is unnecessary and will destroy the character and beauty of the Avon and Marden Valley, the 403 Sustrans Cycle path and the character of the distinct rural villages of Studley, Derry Hill and Bremhill.

The road has been marketed as a 'bypass' to ease congestion through Chippenham however it will not serve this purpose, it will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham, Calne and its surrounding areas. Sections of the road include 20mph areas, turnings into residential areas, road crossings, school pick-ups, crossings of public rights of way, all of which will slow the movement of traffic, create more pollution from car emissions and will not ease any of the current congestion but will instead aggravate it.

Wiltshire Council created a misleading situation by attempting to consult upon a distributor road route prior to the results of the Local Plan consultation; by giving route options on the road consultation they pre-determined that the road will be in-filled with houses and the location of these houses. This undermines the Chippenham Local Plan Review Consultation.

Chippenham's housing targets are more than 5,000 times the amount requested by the Government and they have not been able to justify why this is necessary or required.

Taxpayers money should not be used to boost developer's profits.

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food; All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Section 3.12. 'Climate Change' of the The Future Chippenham Road Design PEOR Non-Technical Summary states that Wiltshire Council declared a Climate Emergency in 2019, and thus reiterated their commitment to working towards zero carbon. However, this document clearly also states that 'The transport sector was the largest emitting sector of UK greenhouse gas emissions in 2017, emitting 27% of all emissions. Of all sectors, it has also shown the least reduction since the 1990 baseline, at only 2%.' So the distributor road plan completely contradicts Wiltshire Council's commitment to achieving zero carbon.

The building of a distributor road and therefore also the building of houses and associated infrastructure encroaches upon the Calne Local Plan which covers the distinct rural villages of Studley, Derry Hill and Bremhill. It is clear that the road is a Trojan horse in order to secure land for development; development which would fundamentally change the character of the Avon and Marden Valley, the distinct rural villages of Calne without and Calne.

Calne Local Plan, which includes the land directly adjacent to the distributor road development area, aims to 'Ensure that new development is integrated into the existing community of Calne and Calne Without, whilst preserving the identity and individuality of each settlement and preventing coalescence'. The distributor road plan is a direct threat to this as it will create coalescence between Chippenham and Studley and Derry Hill which are currently only 2km away from the proposed site.

Calne Local plan also states it will 'Enhance the green infrastructure network through the creation of new open spaces and the protection and improvement of existing open spaces' and that it will 'Protect the countryside from inappropriate development and ensure that the landscape character and local distinctiveness of our rural villages and settlements are protected'. The distributor road will destroy the distinctiveness of the rural villages of Studley, Derry Hill and Bremhill and merge them with suburban Chippenham. Open spaces will be destroyed and the green infrastructure of the Sustrans 403 Cyclepath will be entirely negated as it will be surrounded by houses and tarmacked over.

Calne already has an air quality action plan to reduce particulate matter from traffic in the air management area in the centre of town. This is having a positive impact, however, it is highly likely that the distributor road will increase road traffic into Calne and therefore have an overwhelmingly negative impact on air quality. The Future Chippenham Road Design PEOR Non-Technical Summary states that the baseline air quality levels are very good and there is currently very low air pollutants due to the rural nature of the land and its surroundings. No air quality modelling has been undertaken to inform the potential air quality impact of each route. 7,500 domestic dwellings will result in approximately 10,000-15,000 additional vehicles using the distributor road, which will no doubt have an overwhelmingly negative impact on air quality.

Much of the green space in the area is privately owned agricultural land however woodland and riverside areas can be accessed via public rights of way and permissive rights of way, linking Pewsham to green space in the south, including woodland towards Old Derry Hill. These green spaces currently benefit residents by providing exercise through open spaces with good air quality which benefits physical and mental health. If these public rights of way are through housing developments and next to a distributor road (which will increase air pollution) the public health benefits of the green space are lost.

Paragraph 168 of the Calne local plan states that existing views into and out of settlements should be protected; however the Future Chippenham Road Design PEAOR Non-Technical Summary states that '3.6.8. Pewsham and Rowden Hill settlement edge are visible in views generally from the south of Chippenham along approach roads and from footpaths within the River Avon corridor. There are views from approach roads such as the A4, which descends from Derry Hill eastwards and also from Patterdown, a southerly approach road connecting from the A350 to the south. 3.6.9. There are approach views or a progression of views along country lanes such as Stanley Lane, PRoW and recreational routes including the North Wiltshire Rivers Cycle Route (National Cycle Route (NCR) 403), Wilts and Berks Canal and Avon Valley Path that are distinct linear landscape features along the valleys of the River Avon and River Marden. 3.6.10. In the wider area, long distance elevated views are possible from Derry Hill, Snaith Hill and Bencroft Hill.' The distributor road and development around it will create coalescence with the ancient villages of Studley and Derry Hill and destroy the landscape around them and the views from them.

Paragraph 169 of the Calne local plan states 'The setting of Calne and Calne without makes a positive health and wellbeing contribution; as a resident of Studley I can attest to that. This year particularly has shown us how lucky we are to live in such a special place where the benefits of the countryside are on our doorsteps and I have used the North Wiltshire Rivers Cycle Route (National Cycle Route (NCR) 403) daily to walk, exercise and improve my physical and mental health during the Coronavirus Pandemic. Thousands of residents from both Calne and Chippenham do the same. The positive health benefits of access to open green space with no air pollution are self-evident and will be destroyed by the construction of a distributor road and 7,500 houses.

In the Vision for Calne Local Plan paragraph 47 citizens and Calne Council have agreed 'to protect our unique settlement character and landscape setting.' Paragraph 48 refers to growing the well-being of the community through protection of green spaces'; green spaces which will be lost through the Future Chippenham plan and the construction of a distributor road.

Paragraph 169 of the Calne Local Plan states that 'The River Marden valley provides an important pastoral landscape with open views along the river valley. The valley is important in landscape terms with a locally distinctive pattern of natural features and contains important historical features, notably the line of the Wilts and Berks Canal and the former Chippenham to Calne railway line.' The character of both of these will be irrevocably destroyed by the distributor road plans and further housing development that the road will service.

The Calne Local Plan Policy NE3'Biodiversity' states that it will 'protect and enhance riparian corridors for protected species, such as otter, kingfisher and water vole, especially along the River Marden and the Wiltshire & Berkshire Canal to the west of Calne. The distributor road plans threaten both the protected Greater Crested Newt habitats and the protected route of the Wilts& Berks canal.

Q7. Please rank the three potential road route options into order of preference.

- Q8. 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.**
I object to all of the routes as they all result in destruction to the countryside, added congestion, imply and predetermine housing ahead of the Local Plan Consultation and create coalescence between Chippenham and the Distinct rural villages of Calne Without.
- Q9. 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.**
I object to all of the routes as they all result in destruction to the countryside, added congestion, imply and predetermine housing ahead of the Local Plan Consultation and create coalescence between Chippenham and the Distinct rural villages of Calne Without.
- Q10. 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.**
I object to all of the routes as they all result in destruction to the countryside, added congestion, imply and predetermine housing ahead of the Local Plan Consultation and create coalescence between Chippenham and the Distinct rural villages of Calne Without.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
The Pewsham Link option 1 will only further contribute towards congestion on the distributor road so I also object to this option.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
The Pewsham Link option 3 will only further contribute towards congestion on the distributor road so I also object to this option.
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking

MSF915 (cont.)

Please find attached my completed Consultation form re the Future Chippenham road route options. Please also find attached an additional sheet responding to question 6.

I object to the building of a distributor road as it is unnecessary and will destroy the character and beauty of the Avon and Marden Valley, the 403 Sustrans Cycle path and the character of the distinct rural villages of Studley, Derry Hill and Bremhill.

The road has been marketed as a 'bypass' to ease congestion through Chippenham however it will not serve this purpose, it will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham, Calne and its surrounding areas. Sections of the road include 20mph areas, turnings into residential areas, road crossings, school pick-ups, crossings of public rights of way, all of which will slow the movement of traffic, create more pollution from car emissions and will not ease any of the current congestion but will instead aggravate it.

Wiltshire Council created a misleading situation by attempting to consult upon a distributor road route prior to the results of the Local Plan consultation; by giving route options on the road consultation they pre-determined that the road will be in-filled with houses and the location of these houses. This undermines the Chippenham Local Plan Review Consultation.

Chippenham's housing targets are more than 5,000 times the amount requested by the Government and they have not been able to justify why this is necessary or required.

Taxpayers money should not be used to boost developer's profits.

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food; All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

Section 3.12. 'Climate Change' of the The Future Chippenham Road Design PEOR Non-Technical Summary states that Wiltshire Council declared a Climate Emergency in 2019, and thus reiterated their commitment to working towards zero carbon. However, this document clearly also states that 'The transport sector was the largest emitting sector of UK greenhouse gas emissions in 2017, emitting 27% of all emissions. Of all sectors, it has also shown the least reduction since the 1990 baseline, at only 2%.' So the distributor road plan completely contradicts Wiltshire Council's commitment to achieving zero carbon.

The building of a distributor road and therefore also the building of houses and associated infrastructure encroaches upon the Calne Local Plan which covers the distinct rural villages of Studley, Derry Hill and Bremhill. It is clear that the road is a Trojan horse in order to secure land for development; development which would fundamentally change the character of the Avon and Marden Valley, the distinct rural villages of Calne without and Calne.

Calne Local Plan, which includes the land directly adjacent to the distributor road development area, aims to 'Ensure that new development is integrated into the existing community of Calne and Calne Without, whilst preserving the identity and individuality of each settlement and preventing coalescence'. The distributor road plan is a direct threat to this as it will create coalescence between Chippenham and Studley and Derry Hill which are currently only 2km away from the proposed site.

Calne Local plan also states it will 'Enhance the green infrastructure network through the creation of new open spaces and the protection and improvement of existing open spaces' and that it will 'Protect the countryside from inappropriate development and ensure that the landscape character and local distinctiveness of our rural villages and settlements are protected'. The distributor road will destroy the distinctiveness of the rural villages of Studley, Derry Hill and Bremhill and merge them with suburban Chippenham. Open spaces will be

destroyed and the green infrastructure of the Sustrans 403 Cyclepath will be entirely negated as it will be surrounded by houses and tarmacked over.

Calne already has an air quality action plan to reduce particulate matter from traffic in the air management area in the centre of town. This is having a positive impact, however, it is highly likely that the distributor road will increase road traffic into Calne and therefore have an overwhelmingly negative impact on air quality. The Future Chippenham Road Design PEOR Non-Technical Summary states that the baseline air quality levels are very good and there is currently very low air pollutants due to the rural nature of the land and its surroundings. No air quality modelling has been undertaken to inform the potential air quality impact of each route. 7,500 domestic dwellings will result in approximately 10,000-15,000 additional vehicles using the distributor road, which will no doubt have an overwhelmingly negative impact on air quality.

Much of the green space in the area is privately owned agricultural land however woodland and riverside areas can be accessed via public rights of way and permissive rights of way, linking Pewsham to green space in the south, including woodland towards Old Derry Hill. These green spaces currently benefit residents by providing exercise through open spaces with good air quality which benefits physical and mental health. If these public rights of way are through housing developments and next to a distributor road (which will increase air pollution) the public health benefits of the green space are lost.

Paragraph 168 of the Calne local plan states that existing views into and out of settlements should be protected; however the Future Chippenham Road Design PEOR Non-Technical Summary states that '3.6.8. Pewsham and Rowden Hill settlement edge are visible in views generally from the south of Chippenham along approach roads and from footpaths within the River Avon corridor. There are views from approach roads such as the A4, which descends from Derry Hill eastwards and also from Patterdown, a southerly approach road connecting from the A350 to the south. 3.6.9. There are approach views or a progression of views along country lanes such as Stanley Lane, PRoW and recreational routes including the North Wiltshire Rivers Cycle Route (National Cycle Route (NCR) 403), Wilts and Berks Canal and Avon Valley Path that are distinct linear landscape features along the valleys of the River Avon and River Marden. 3.6.10. In the wider area, long distance elevated views are possible from Derry Hill, Snaith Hill and Bencroft Hill.' The distributor road and development around it will create coalescence with the ancient villages of Studley and Derry Hill and destroy the landscape around them and the views from them.

Paragraph 169 of the Calne local plan states 'The setting of Calne and Calne without makes a positive health and wellbeing contribution; as a resident of Studley I can attest to that. This year particularly has shown us how lucky we are to live in such a special place where the benefits of the countryside are on our doorsteps and I have used the North Wiltshire Rivers Cycle Route (National Cycle Route (NCR) 403) daily to walk, exercise and improve my physical and mental health during the Coronavirus Pandemic. Thousands of residents from both Calne and Chippenham do the same. The positive health benefits of access to open green space with no air pollution are self-evident and will be destroyed by the construction of a distributor road and 7,500 houses.

In the Vision for Calne Local Plan paragraph 47 citizens and Calne Council have agreed 'to protect our unique settlement character and landscape setting.' Paragraph 48 refers to growing the well-being of the community through protection of green spaces'; green spaces which will be lost through the Future Chippenham plan and the construction of a distributor road.

Paragraph 169 of the Calne Local Plan states that 'The River Marden valley provides an important pastoral landscape with open views along the river valley. The valley is important

in landscape terms with a locally distinctive pattern of natural features and contains important historical features, notably the line of the Wilts and Berks Canal and the former Chippenham to Calne railway line.' The character of both of these will be irrevocably destroyed by the distributor road plans and further housing development that the road will service.

The Calne Local Plan Policy NE3'Biodiversity' states that it will 'protect and enhance riparian corridors for protected species, such as otter, kingfisher and water vole, especially along the River Marden and the Wiltshire & Berkshire Canal to the west of Calne. The distributor road plans threaten both the protected Greater Crested Newt habitats and the protected route of the Wilts& Berks canal.

MSF 916

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Minimising disruption to rural public rights of way;
- Q6. 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.**
Several important public rights of way cross the routes and must be retained as rural corridors without any at grade road crossings.

The most important environmental constraints are not clear on the plans and require some effort to assess.

The council should consider many options which would be significantly better than the 3 presented.

This is a flawed appraisal and a flawed consultation.

Both 'Do Nothing' and 'Do Minimum - improve existing road links and junctions' options should be included in the option preferences to allow proper statistical analysis not just a footnote below the Option A, B, C preference charts.

A ring road is not the best solution, more 'spoke roads' out from Pewsham Way and London Road should be considered.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Zone 4. Development will eventually expand out to the road so this route is too far out.
Until development does spread out to the road it will present an additional blight on the important rural areas around Stanley Lane.
Zone 3. Development will eventually expand out to the road so this route is too far out.
Until development does spread out to the road it will present an additional blight on the important rural areas around Stanley Lane.

Zone 2.

Zone 1. This route will be very difficult to tie in to Lackham Roundabout unless the Lackham College exit is removed.

- Q9. 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.**

The appraisal of this route completely ignored the linked development proposals, despite the road being dependent on development going ahead. Evaluating views of the road when it will be lost amongst housing, business etc makes no sense.

The plans should show road only but with another set of plans showing 'with development'.

Zone 3-4. The route must be lowered to cross under the Chippenham to Calne national cycle route and remain in cutting either side to minimise intrusion.

Zone 1. This route will be very difficult to tie in to Lackham Roundabout unless the Lackham College exit is removed.

- Q10. 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.**

The appraisal of this route completely ignored the linked development proposals, despite the road being dependent on development going ahead. Evaluating views of the road when it will be lost amongst housing, business etc makes no sense.

The plans should show road only but with another set of plans showing 'with development'.

Zone 3-4. The route must be lowered to cross under the Chippenham to Calne national cycle route and remain in cutting either side to minimise intrusion.

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.

Zone 1. This route should be connected to the existing proposed developments in the area OR those developments revised to remove their through road

- Q11. Please rank the potential Pewsham link road options into order of preference.**

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

This should form part of the main distributor road Option C linking to Pewsham Way then Lodge Road Roundabout and returning to Option C in Zone 3

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

- Q14. How do you travel to/from Chippenham town centre?**

Car;

- Q15. Why do you travel to/from Chippenham town centre?**

For leisure/social engagements;shops;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 917

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

████████

Q5. 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?

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; Reducing 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;

Q6. 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.

Please does anyone know what Pewsham Way is defined as? It seems to me that it is effectively a Distributor Road (for the Pewsham Estate), so could it not also be used to feed a new estate to the south? That is if there is a requirement for such a development. We don't need a new road nearly parallel to Pewsham Way to duplicate it.

Proposal and webinars mention several times about easing town centre traffic congestion and that these options are not a by-pass. However there is a case for a By-pass, along at least vaguely the route of these 3 options (ie same start/ finish). By-pass not discussed (like an elephant in the corner!). I doubt it could go through Rawlings Green, a pity that they did not consider that.

Would a By-pass have to be a dual-carriageway, built initially as a single in a corridor and widened in stages as with the A350?

If there is a need for a southern/ eastern by-pass, include it here otherwise it will have to avoid this development (as with Rawlings Green). Then might as well go around Lacock and Langley Burrell and then infill with more development!

Suggests to me that this has been poorly thought out, or hidden agendas and ulterior motives!

DO NOT LIKE ANY OF THESE OPTIONS

Q7. Please rank the three potential road route options into order of preference.

- Q8. 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.**
Crossing the W&B Cannal as it does will spoil this historic site
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 918

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;

Q6. 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.

To me, all of these issues are interrelated, with the key issue tying them all together being improving and enhancing sustainable transport infrastructure.

By improving sustainable transport infrastructure, and therefore the making participating in activities such as walking, running and cycling safer and easier, the overall quality of life for people will be enhanced, with the additional benefit of improving the health of these people and reducing demand on the NHS.

By enabling more people to make use of sustainable transport options, the volume of traffic using the road network is also likely to be reduced, resulting in improved air quality and reduced air pollution. A reduced amount of traffic would also benefit biodiversity.

Making the town a more enjoyable experience to use as a pedestrian or cyclist is also likely to add to the appeal of working from home, or commuting (shorter distances) on foot or by bike, which would again have a beneficial effect on quality of life in the town.

Higher levels of sustainable transport use would also be a positive step in terms of adapting to the changes that will be necessary in future to address the challenges that climate change is likely to bring.

Essentially, in my view, making sustainable transport infrastructure a very high priority in planning for any development within the town and the county more widely, but especially with regard to housing and transport, will be a key part of maintaining and enhancing our quality of life in the future.

As it stands, none of the options for the road route meet this objective, as they all appear to have a negative impact on the ease (and safety) of use and quality of

environment of existing pedestrian & cycle leisure access. By cutting across routes such as the old railway path, without providing safe access with little inconvenience, any of these road routes are likely to reduce the appeal of using these paths and tracks and therefore also make it less likely that people will want to use them. Some of these tracks currently run through green spaces beyond the edge of the town, so maintaining this quality is of some importance, given that access to green spaces is increasingly recognised as highly beneficial for mental health.

Assuming one of these planned road routes is chosen, I believe it is very important that a high level of importance is given to maintaining and enhancing high quality access to pedestrian & cycle paths and tracks, as well as ensuring that connected green spaces are available for both wildlife and people.

I recognise that there is a legitimate argument in favour of addressing issues of congestion in the town, but in my view, the assessment has not taken a sufficiently forward looking view with quality of life at its heart, when determining the appropriateness of potential solutions.

Q7. Please rank the three potential road route options into order of preference.

Option B - Middle route; Option C - Inner route; Option A - Outer route ;

Q8. 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.

Zone 1: Appears to pass across ponds at Plucking Grove. Potential issue with pollution of the water course.

Zone 2: The route crosses the canal (Wilts & Berks?) just south of Pewsham Locks, which would have a negative impact on what is currently a very peaceful and relaxing place for leisure activities such as walking and running, as well as on the quality of the environment from a wildlife perspective. However, it would probably also have less impact on the overall access to this recreational asset than the Zone 2 route for Options B and C.

Zone 3: The lack of a bridge (or other solution) where the route crosses the old railway track (cycle path), would mean that users of this track would have to cross a potentially busy road where before the route was fully off-road. This would reduce the appeal of this leisure asset and make it less likely that people would want to make use of it. This impact on the cycle track could potentially be partially mitigated by including a safe cycle path running alongside the "Future Chippenham Road", to improve leisure access to the surrounding area.

Zone 4: see zone 3 regarding crossing old railway track (impact on leisure / green space access).

Zone 5:

Also worth noting that due to the route crossing footpaths and cycle tracks, access to these is likely to be significantly affected while construction activity is being carried out.

Q9. 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.

Zone 1:

Zone 2: 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 making the interests of non-car users a priority in the design of the road, such as by providing safe pedestrian and cycle paths alongside the road and ensuring that any 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

Zone 3 / Zone 4: Impact on the old railway track cycle path. Without some means of passing over or under the road, the fully off-road nature of this section of track will be compromised and users of this track will have a poorer experience. Likely to reduce the appeal of one of the best cycle tracks the town has. This impact on the cycle track could potentially be partially mitigated by including a safe cycle path running alongside the "Future Chippenham Road", to improve leisure access to the surrounding area.

Zone 5:

- Q10. 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.**

Zone 1: The route appears to pass ~100-150 m from a conservation area. Probably too close in terms of potential negative impact.

Zone 2: Similar to Option B, but with possibly more impact on recreational access to the canal path. Potential to partially mitigate this by making the interests of non-car users a priority in the design of the road, such as by providing safe pedestrian and cycle paths alongside the road and ensuring that any crossing points are designed with pedestrian safety as a priority.

Zone 3 / Zone 4: Impact on the old railway track cycle path. Without some means of passing over or under the road, the fully off-road nature of this section of track will be compromised and users of this track will have a poorer experience. Likely to reduce the appeal of one of the best cycle tracks the town has. This impact on the cycle track could potentially be partially mitigated by including a safe cycle path running alongside the "Future Chippenham Road", to improve leisure access to the surrounding area.

Zone 5:

- Q11. Please rank the potential Pewsham link road options into order of preference.**

Pewsham Link Option 3; Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 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.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**

There seems to be more benefit in this option in terms of access from Pewsham to the southern link road.

- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 919

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
I don't see any suggestion in this proposal of any development of sustainable transport infrastructure? Nor do I see a new distributor road helping with climate change but rather contributing to more damage to the climate. How does this proposal 'protect and enhance' biodiversity? It seems an unimaginative solution to the problem of moving in and around Chippenham.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
Too much wrecking of green spaces, my least preferred option.
- Q9. 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.**
Less intrusive in zones 3 & 4.
- Q10. 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.**
Route goes too close to existing homes in zones 3 & 4.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping, dentist;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Train;

MSF 920

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
Not this option. Please see attached sheet.
- Q9. 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.**
Not this option. Please see attached sheet.
- Q10. 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.**
Not this option. Please see attached sheet.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Not this option. Please see attached sheet.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Not this option. Please see attached sheet.
- Q14. How do you travel to/from Chippenham town centre?**
Car;On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;Walking;

MSF 921

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 46-55 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Climate change adaptation/mitigation;Reducing 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;No road;
- Q6. 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.**
No road
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
No road
- Q9. 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.**
No road
- Q10. 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.**
No road
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No road
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
No road
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Train;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 922

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Key people on Chippenham Town Council agreed to this HIF road, with NO TRANSPARENCY AT ALL, to local residents. I OBJECT STRONGLY.;
- Q6. 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.**
This HIF road is just a subversive way to introduce massive, excessive, urban unsustainable development. It is driven by profits for developers and a government policy promoting unsustainable development while claiming to be supporting a GREEN AGENDA. BORIS JOHNSON in the House, at PMQ, says development should be on 'BROWN FIELD SITES'. This proposal would destroy valued landscape ecological rural sites, beyond the boundary of Chippenham Community Area. IT IS UNDEMOCRATIC AND LACKS TRANSPARENCY. The local Chippenham MP supports it, the MP for the green field area which would be destroyed, for Calne Rural/North Wiltshire is STRONGLY OPPOSED.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
NONE OF THE 3 PROPOSED ROAD SUGGESTIONS. THEY ALL COME ATTACHED TO UNSUSTAINABLE HOUSING DEVELOPMENT ON GREEN FIELD SITES. NO JUSTIFICATION TO EXPAND HOUSING IN CHIPPENHAM SO EXTENSIVELY. THE HIF PROPOSAL WAS UNDEMOCRATIC, LACKING ALL TRANSPARENCY, EVEN TO LOCAL CHIPPENHAM TOWN COUNCILLORS AND RESIDENTS.
- Q9. 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.**
A NEW DISTRIBUTOR ROAD IS ENTIRELY UNNECESSARY IN ANY OF THE 5 ZONES. THEY ARE ALL OUTSIDE THE BOUNDARY OF CHIPPENHAM. THEY WILL BRING YET MORE TRAFFIC TO THE AREA. REMEMBER THE GREEN AGENDA. THIS SHOULD BE RETAINED AS COUNCIL TENANT FARM LAND

FOR LOCAL FOOD PRODUCTION AND THE WELL BEING OF RURAL RESIDENTS. NOT TO MENTION PEACEFUL ECOLOGICAL AREA ENJOYED BY TOWN DWELLERS IN CHIPPENHAM TOWN. ALL TO PROFIT HOUSING DEVELOPERS WHO ONLY CARE ABOUT THEIR BANK BALANCES. UTTERLY COMMERCIAL. NOT SUSTAINABLE. MAJOR ROAD BUILDING WILL SIMPLY DESTROY ALL THE GREEN FARM FIELDS INTO UGLY COMMERCIAL DORMITORY TOWN DEVELOPMENT. WHO WINS FROM THIS? NOT EXISTING RURAL RESIDENTS.

- Q10. 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.**
I OBJECT TO 'INNER ROUTE' OR ANY MAJOR NEW ROAD DEVELOPMENT ON GREEN FIELD SITE, WITH AIM TO EXPAND URBAN HOUSING.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
NO PEWSHAM 'LINK ROAD' WOULD BE SENSITIVE TO THE QUALITY OF THE AREA. THIS IS GREEN FIELD. FIND BROWN FIELD SITES FOR WILTSHIRE HOUSING EXPANSION, DO NOT DESTROY RURAL VALUED RIVER LANDSCAPE AND FARMING LAND.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
NO PEWSHAM 'LINK ROAD' WOULD BE SENSITIVE TO THE QUALITY OF THE AREA. THIS IS GREEN FIELD. FIND BROWN FIELD SITES FOR WILTSHIRE HOUSING EXPANSION, DO NOT DESTROY RURAL VALUED RIVER LANDSCAPE AND FARMING LAND.
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
I CANNOT WALK FAR, OR CYCLE, SO A CAR IS ESSENTIAL. DO NOT GO TO CHIPPENHAM UNLESS IT IS UNAVOIDABLE - LITTLE THERE TO COMMEND IT.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 923

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
I am a Wiltshire Councillor in Chippenham
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing air/noise pollution;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Making the southern part capable of carrying high traffic volumes.;
- Q6. 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.**
The proposed bridges over the river should fit in the rural nature of the county and countryside, not be a concrete monstrosity.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
I believe that the distributor road should be delivered in two phases. The southern (Pewsham to Lackham) should be done first that it can 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 and even if it eventually is it can be done in 20 years or so time. The proposals in the Local Plan consultation are over ambitious in the present climate.
- Q9. 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.**
This route should not cross the canal which I hope will be reinstated s a leisure facility in the future.
- Q10. 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.**
Currently it is proposed through the middle of Stanley Park!!
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;

- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Keep Forest Lane as cycle/pedestrian route.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I hope any options on a link road will be looked at more closely at planning stage.
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;Bicycle;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;I travel from Calne regularly.;Not applicable - I do not travel to/from Chippenham town centre;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Bus;Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;Bicycle;

MSF 924

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Not building the distributor road and link road.;

Q6. 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.

Wiltshire Council should not be consulting on the preferred route of the proposed distributor and link roads while the Local Plan is in consultation as the need for one is not agreed.

The proposed distributor road would have capacity to enable new home-owners to access their new homes, but will provide no benefits to the remaining Chippenham residents.

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. If a reworked Local Housing Needs Assessment identifies the need for more housing than can be addressed by brownfield sites, then the priority should be as per the 'site selection report'. There is no justification for new housing on Sites 2, 3 or 7 (ranked equal 4th in the 'site selection report') as even the existing LHNA can be met by rankings 1 to 3 of the sites – i.e. Sites 1, 4 & 6 as per the priorities in the 'site selection report'. Indeed, Site 1 on its own is estimated to be able to hold 6100 – 8539 dwellings which is greater than the housing requirement.

The destruction of large swathes of countryside for this proposed road will mean that Pewsham estate residents such as me will lose easy walking access to the countryside for exercise and mental well-being; we will instead have to get in our cars to drive to countryside outside the Chippenham area if the new road development goes ahead.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

Wiltshire Council should not be consulting on the preferred route of the proposed distributor and link roads while the Local Plan is in consultation as the need for one is not agreed.

The proposed distributor road would have capacity to enable new home-owners to access their new homes, but will provide no benefits to the remaining Chippenham residents.

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. If a reworked Local Housing Needs Assessment identifies the need for more housing than can be addressed by brownfield sites, then the priority should be as per the 'site selection report'. There is no justification for new housing on Sites 2, 3 or 7 (ranked equal 4th in the 'site selection report') as even the existing LHNA can be met by rankings 1 to 3 of the sites – i.e. Sites 1, 4 & 6 as per the priorities in the 'site selection report'. Indeed, Site 1 on its own is estimated to be able to hold 6100 – 8539 dwellings which is greater than the housing requirement.

The destruction of large swathes of countryside for this proposed road will mean that Pewsham estate residents such as me will lose easy walking access to the countryside for exercise and mental well-being; we will instead have to get in our cars to drive to countryside outside the Chippenham area if the new road development goes ahead.

Q9. 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.

Wiltshire Council should not be consulting on the preferred route of the proposed distributor and link roads while the Local Plan is in consultation as the need for one is not agreed.

The proposed distributor road would have capacity to enable new home-owners to access their new homes, but will provide no benefits to the remaining Chippenham residents.

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. If a reworked Local Housing Needs Assessment identifies the need for more housing than can be addressed by brownfield sites, then the priority should be as per the 'site selection report'. There is no justification for new housing on Sites 2, 3 or 7 (ranked equal 4th in the 'site selection report') as even the existing LHNA can be met by rankings 1 to 3 of the sites – i.e. Sites 1, 4 & 6 as per the priorities in the 'site selection report'. Indeed, Site 1 on its own is estimated to be able to hold 6100 – 8539 dwellings which is greater than the housing requirement.

The destruction of large swathes of countryside for this proposed road will mean that Pewsham estate residents such as me will lose easy walking access to the countryside for exercise and mental well-being; we will instead have to get in our cars

to drive to countryside outside the Chippenham area if the new road development goes ahead.

Q10. 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.

Wiltshire Council should not be consulting on the preferred route of the proposed distributor and link roads while the Local Plan is in consultation as the need for one is not agreed.

The proposed distributor road would have capacity to enable new home-owners to access their new homes, but will provide no benefits to the remaining Chippenham residents.

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. If a reworked Local Housing Needs Assessment identifies the need for more housing than can be addressed by brownfield sites, then the priority should be as per the 'site selection report'. There is no justification for new housing on Sites 2, 3 or 7 (ranked equal 4th in the 'site selection report') as even the existing LHNA can be met by rankings 1 to 3 of the sites – i.e. Sites 1, 4 & 6 as per the priorities in the 'site selection report'. Indeed, Site 1 on its own is estimated to be able to hold 6100 – 8539 dwellings which is greater than the housing requirement.

The destruction of large swathes of countryside for this proposed road will mean that Pewsham estate residents such as me will lose easy walking access to the countryside for exercise and mental well-being; we will instead have to get in our cars to drive to countryside outside the Chippenham area if the new road development goes ahead.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

Food & non-food shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 925

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Abbeyfield School
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Promote safe, healthy and environmentally sustainable travel to/from Abbeyfield School;Preserving and protecting heritage assets;
- Q6. 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.**
The school adopted a Travel Plan in December 2020 to:
- Reduce traffic congestion around the school
- Highlight school travel and transport issues and problems Reduce number of car trips to/from school
- Increase awareness of of health, environmental and safety benefits of walking and cycling to school
- Sample survey across all year groups of% travel to/from school
- Car 42%
- Bus 16%
- Bicycle2%
- Walk 38%
- Other 2%
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
Whichever route option is chosen, the proposed road will become a major traffic mover, a ring road in all but name, including commercial and HGV traffic in zones 3 and 4. It will provide access to new businesses in North Chippenham, J.17 of the M4 and importantly it will provide the best and easiest crossing of the river Avon and

railway on the east side of Chippenham. To think that the road will only serve the immediate area is not rational. The road should also include the necessary right of way to expand to 4 lanes to allow for future growth especially beyond the plan timeline.

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.

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.

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.

Q9. 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.

Option B runs through the middle of the residential areas, which is not compatible with the likely ring road characteristics of the new road in zones 3 and 4. The proximity of the junction with Stanley lane will encourage too much through traffic.

Q10. 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.

Option C runs through the middle of the residential areas, which is not compatible with the likely ring road characteristics of the new road in zones 3 and 4. The proximity of the junction with Stanley lane will encourage too much through traffic.

Q11. Please rank the potential Pewsham link road options into order of preference. Pewsham Link Option 3; Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 926

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; Avoiding impact on surrounding villages;

Q6. 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.

Additional issues which the Council should consider include:

- that any development at Chippenham should preserve its rural and riverside setting and avoid coalescence with surrounding villages.

- Noise and light from a new road would cause environmental pollution to biodiverse habitats, particularly along the rivers, as well as surrounding settlements and must be avoided.

- the importance of the North Rivers cycle path which is much used and loved by the residents of Chippenham for escaping into the countryside for exercise and pleasure.

For these reasons there should be NO EASTERN LINK ROAD and no associated development in zones 3 and 4. A new road will create a short cut between the A4 East and the M'way at junction 17 attracting much additional traffic routing through Calne. The NO2 emissions in the centre of Calne are already too high and there should be no more traffic along this section of the A4. Some of this additional traffic will attempt to route via country lanes through Studley and Bremhill. These lanes are very narrow and dangerous and so this needs to be avoided.

There should be absolutely no permitted development in zone 4 as this is protected under the Bremhill Neighbourhood Plan because of the rich biodiversity of the River Marden, landscape views and to avoid coalescence with the conservation village of Tytherton Lucas.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

Zone 5 - the Avon river crossing will be a scar on the landscape. THE BRIDGE SHOULD NOT BE BUILT. But if it ever were to be built, it should be as far from the River Marden as possible.

Zone 4 - THIS SITE SHOULD NOT BE DEVELOPED. This route would devastate the natural biodiversity of the River Marden. It would be too close to the English Heritage listed grade 2 18th century stone bridge over the river Marden and grade 2 Scott's Mill. It would be too visible from the conservation village of Tytherton Lucas.

Zone 3 - THIS SITE SHOULD NOT BE DEVELOPED. This route would bisect the settlement of Stanley and traffic would choose to route via Studley or Bremhill to Calne causing chaos on the local lanes.

Q9. 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.

Zone 5 - the Avon river crossing will be a scar on the landscape. THE BRIDGE SHOULD NOT BE BUILT. But if it ever were to be built, it should be as far from the River Marden as possible.

Zone 4 - THIS SITE SHOULD NOT BE DEVELOPED. This route would devastate the natural biodiversity of the lower section of the River Marden. It would be too visible from the conservation village of Tytherton Lucas. The road noise and nighttime light pollution would be particular issues which can not be mitigated because the proposed option B road route is elevated on the side of the hill next to New Leaze farm. 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.

Q10. 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.

Zone 5 - the Avon river crossing will be a scar on the landscape. THE BRIDGE SHOULD NOT BE BUILT. But if it ever were to be built, it should be as far from the River Marden as possible. Future Chippenham evaluated alternative routes in zone 5 (Options E) and dismissed them because this area already has planning permission. However, I presented to the Strategic Planning committee for the Rawlings Green outline planning application in October 2020 on this exact issue i.e. that any potential Avon river bridge should be further from the confluence with the river Marden, and their response was that the eastern link road (ELR) had not been agreed and therefore it was premature to adjust the route of the distributor road through Rawlings Green. If Future Chippenham do choose route C, then the bridge positioning and road alignment within Rawlings Green should be immediately reassessed. And since the Homes England grant includes funding for the distributor road through Rawlings Green, it is not unreasonable to ensure the optimum route through this site is chosen.

Zone 4 - THIS SITE SHOULD NOT BE DEVELOPED. However if it ever were to be developed then I agree that route C is the best option, as it would cause less damage to the area protected under the Bremhill Neighbourhood Plan including the natural biodiversity of the River Marden and visibility from the conservation village of Tytherton Lucas. Incidentally, I don't understand why the option C route crosses under the line of the pylons twice. Wouldn't it make more sense to stay on the

outside of the pylons passing between the pylons and New Leaze farm? This is the route shown in Appendix A Indicative Link Road Proposals of the Improving Highway Network Resilience at Chippenham report published May 2016 and included in the HIF bid.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 3;Pewsham Link Option 1;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

A Southern Link Road (SLR) will be more effective than an Eastern Link Road (ELR) at relieving traffic congestion in Chippenham, which is primarily caused by the A4 East/West traffic through the Bridge centre. This will be exasperated by the 1,400 houses approved in the 2017 CSAP and due to be built on the South West strategic site. The best way of achieving this link is by joining the 50mph Pewsham Way to the A350 roundabout at Lackham. The new southern link road should be 40 or 50 mph and therefore be on the outside of any new housing development to the South of Chippenham. This would provide an effective way of relieving traffic congestion whilst allowing some organic growth. I am only suggesting the option 3 Pewsham Link Road and either distributor road route option A or B, through zone 1, enabling connection between the Pewsham Link Road and the Lackham roundabout and bounding a small housing development area. THE REST OF THE PROPOSED DISTRIBUTOR ROAD IS NOT WANTED NOR ANY OF THE DEVELOPMENT PROPOSED IN ZONES 2, 3 AND 4.

Please note that the public were not consulted on the £75m HIF bid and do not want a massive housing development (7,500 houses) to the South and East of Chippenham, nor this distributor road. We value the 1,500 acres of prime Wiltshire countryside and don't want to see it ruined for all future generations. Please do not do this.

Q14. How do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q15. Why do you travel to/from Chippenham town centre?

Not applicable - I do not travel to/from Chippenham town centre;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 927

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing air/noise pollution; Protecting and enhancing biodiversity e.g. animal and plant habitats;
- Q6. 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.**
New roads only make more traffic and will not help pollution or congestion in the town. This is a beautiful part of the country and should not be built on. Greenfield site.

The 4th option - no new road. This development plan is far too big and carves through greenfield land. Build your new town somewhere else.

There will be no benefits to the town centre.

I do not feel there has been proper consultation about this development's size. It's far too big, carving up some fantastic green land. I chose to live in Chippenham, don't make it into another Swindon or Trowbridge. Building more roads goes against everything we now know about climate change. We should be looking at ways of reducing car use, not increasing it. Don't spoil Chippenham, it's big enough already.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bus;Bicycle;Train;On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
As part of my commute to/from work;For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;Bus;Walking;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;Bus;Train;Walking;

MSF 928

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

I am working for the Planet. It's interesting that the Planet and all non-human lifeforms have no means by which to defend themselves or their interests in your process, they construct neither businesses, nor organisations.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

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;Reducing 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;Wiltshire Council should have considered all of the issues above and added a "No Road" Option before starting this consultation as that is the only Option that can enhance each & every issue listed.;

Q6. 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.

There is no housing crisis. The premise that this road must be built through the People's land is entirely wrong. 250,000 human resources are imported annually, because UK workforce productivity is flat whilst GDP growth is deemed mandatory. 250,000 new houses are therefore 'required' annually. New houses (and therefore this new road) are NOT required for the people of Wiltshire, nor are they required for the population of the UK. They are ONLY required to service GDP growth. The financial wealth from GDP growth is distributed mainly to the already-wealthy and does not benefit the vast majority of the population, either in Wiltshire or the UK. This is fact. The ideology that annual Economic Growth is required to increase Human Comfort is the major cause of the Climate Crisis and the Ecological Crisis - we need to change.

I would like to give further details about the preferences expressed in the previous question and about why I answered "Other" to question 5 above, yes please.

Please confirm that you have received and read the Word document that is attached to the email in which I sent this consultation response questionnaire.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

Option A should be discounted:

- a. because it will emit millions of tonnes of CO2 during site clearance, excavation, mining and manufacture and transport of materials, construction and operation.
- b. because it will destroy a huge, viable, living ecosystem that currently exists between the start point and the end point of your Purple line on a map. It lives above, below and either side - in the soil you'll gash for cash.

To help you locate the area I'm talking about: it's Zone1, Zone2, Zone3, Zone 4 and Zone5.

It's not just the surface: its below ground, the ground surface and the air above the ground.

Q9. 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.

Option B should be discounted:

- a. because it will emit millions of tonnes of CO2 during site clearance, excavation, mining and manufacture and transport of materials, construction and operation.
- b. because it will destroy a huge, viable, living ecosystem that currently exists between the start point and the end point of your Green line on a map. It lives above, below and either side - in the soil you'll gash for cash.

To help you locate the area I'm talking about: it's Zone1, Zone2, Zone3, Zone4 and Zone5.

It's not just the surface: its below ground, the ground surface and the air above the ground.

Q10. 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.

Option C should be discounted:

- a. because it will emit millions of tonnes of CO2 during site clearance, excavation, mining and manufacture and transport of materials, construction and operation.
- b. because it will destroy a huge, viable, living ecosystem that currently exists between the start point and the end point of your Red line on a map. It lives above, below and either side - in the soil you'll gash for cash.

To help you locate the area I'm talking about: it's Zone1, Zone2, Zone3, Zone4 and Zone5.

It's not just the surface: its below ground, the ground surface and the air above the ground.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Wiltshire Council need to educate themselves about the real world and if they did, they would understand that more roads means more vehicular traffic - always and without exception.

Assuming they suddenly took the next five years to gain that education, they should lessen their current ignorance by venturing out in earnest to personally walk the pavements, cross the roads and push a pram as a pedestrian in and around our town centers, out and about through our housing estates, along the A-roads between our villages and urban centers and out into the wonderful network of our existing countryside lanes.

By getting out of their cars and walking - which is called Modal Shift - they would rapidly see that vast swathes of the existing infrastructure is not only dangerous to pedestrians, but completely missing or in a dire state of repair.

Before even thinking about adding to their existing road empire, they should comprehensively survey and repair the disaster-zone that they myopically and arrogantly preside over right now.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Wiltshire Council need to educate themselves about the real world and if they did, they would understand that more roads means more vehicular traffic - always and without exception.

Assuming they suddenly took the next five years to gain that education, they should lessen their current ignorance by venturing out in earnest to personally walk the pavements, cross the roads and push a pram as a pedestrian in and around our town centers, out and about through our housing estates, along the A-roads between our villages and urban centers and out into the wonderful network of our existing countryside lanes.

By getting out of their cars and walking - which is called Modal Shift - they would rapidly see that vast swathes of the existing infrastructure is not only dangerous to pedestrians, but completely missing or in a dire state of repair.

Before even thinking about adding to their existing road empire, they should comprehensively survey and repair the disaster-zone that they myopically and arrogantly preside over right now.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

Modal Shift - walk/bike are the most environmental ways to travel;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Bicycle;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF928 (cont.)

Please find attached my response to your Future Chippenham Consultation in two documents:

- a. The completed Response form (.pdf)
- b. Additional responses to Question 5 & 6 (.docx)

**Consultation Response on the Future Chippenham
 Distributor road route options**

Consultation Response “Additional Sheet Reference Q5 & Q6”

Ref:	(For official use only)
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Please return to Wiltshire Council by 5pm Friday 12th March 2021.

By post to: Future Chippenham team, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire, BA14 8JN.

By e-mail to: futurechippenham@wiltshire.gov.uk

This additional sheet has two sections:

Section One – My Personal details

Section Two – My response to the questions 5&6. This is the extra sheet for my representation.

Section One – Personal details

	1. Personal details	2. Agent’s details (if applicable) *
Title	■■■	
First name	■■■■■	
Last name	■■■■■■■■■■	
Job title (where relevant)	Working for the Planet	
Organisation (where relevant)		
Address Line 1	■■■■■■■■■■	
Address Line 2	■■■■■■■■■■	
Address Line 3	■■■■■■	
Address Line 4		

Postcode	██████████	
Telephone Number	██████████	
Email Address	████████████████████	

Section Two – Further Details

1. Overall Comments

I expect the author to review the contents below each hyperlink, as they form a key educational part of the argument where they are used. They are not there to be ignored.

- a. There is no housing crisis. The premise that this road must be built through the People's land is entirely wrong. It is a lie. [250,000 human resources are imported](#) annually, because UK workforce [productivity is flat](#), whilst GDP growth is deemed mandatory. [250,000 new houses](#) are therefore 'required' annually. New houses (and therefore this new road) are NOT required for the people of Wiltshire, nor are they required for the population of the UK. They are ONLY required to service GDP growth. The financial wealth from GDP growth is distributed mainly to the already-wealthy and does not benefit the vast majority of the population, either in Wiltshire or the UK. This is fact. The ideology that annual Economic Growth is required to increase Human Comfort is the major cause of the Climate Crisis and the Ecological Crisis - we need to change.

This consultation is based on a lie. It should be **stopped immediately** and only restarted when the real facts are clearly explained to the consultees.

- b. This consultation should never have been started whilst the most important two-thirds of the information required is missing from the documentation set. [Atmospheric Carbon Dioxide levels](#) have insulated the atmosphere of our planet and the temperature of our planet is rising exponentially. This really is an existential threat, not only to us humans but to all life on this planet. Since 1650, the CO₂ levels and the Global Average temperature have only increased (gone upwards) and an exponential rate. All efforts to date by government, industry and population have made Zero difference even to the *rate* of upwards increase. This scheme and the associated urban expansion it is designed to bring is *exactly* why there has been no change to the rate of increase of CO₂ dumped into the atmosphere by humans. We need to take action – we need to change.

This consultation should be **stopped immediately** and only restarted when a detailed Carbon Budget is provided. The population is not being “consulted” if it is deliberately made incapable of balancing the Carbon emissions pros and cons of this scheme.

- c. This consultation should never have been started whilst the most important two-thirds of the information required is missing from the documentation set. The words “[Ecological Crisis](#)” relate to the fact that humanity has driven species extinct all around the world because we keep destroying and expanding into the places where wildlife, flora and fauna and Nature live. It may well be that there are no species in danger of extinction in the area targeted for destruction by Wiltshire Cabinet, but by destroying yet more countryside, we kill more wildlife, flora and fauna and Nature and bring it closer to extinction. “Common” species and “generic” lifeforms ARE nature and this project will destroy an ecosystem. This scheme and

the associated urban expansion it is designed to bring is *exactly* why we have an ecological crisis. It is caused by humans incessantly increasing our urban land footprint (and the air-polluting road networks that remorselessly increase traffic flow) for our own wealth and comfort to the exclusion of Nature itself. We need to take action – we need to change.

This consultation should be **stopped immediately** and only restarted when a detailed Ecological Death Budget is provided. The population is not being “consulted” if it is made deliberately incapable of balancing the ecological pros and cons of this scheme.

The love of money is the most under-diagnosed mental illness in our society and it leads directly and tragically to schemes such as this and organisations such as Future Chippenham.

Given that Wiltshire Council declared a Climate and Ecological Emergency in March 2019, is it absolutely unforgivable that Cabinet members and Councillors alike have wilfully promoted and pushed forward with this scheme without knowing, in full, the Climate and Ecological consequences of their actions.

In both of the webinars and the documentation provided, the Carbon emissions and the Quantity of Death that will be inflicted on the lifeforms within the targeted living ecosystem are suppressed, obscured or avoided. **There will be** no Future Chippenham unless we *all* get a grip of our dwindling natural capital and get control of our CO₂ pollution habit. That applies as much to us here in Wiltshire as anywhere in the world – more so given our first world education and our already immense relative wealth. If any human pollutant, or our effects on Nature go too far and a tipping point is reached, *everything* is irrelevant. Therefore, given the precarious edge we are at with both the Climate and the Ecological crises, **nothing** is more important than understanding the damage **you** are proposing through this project.

I have tried my best to get the Leaders in Wiltshire cabinet to understand the magnitude of just one of the crises that faces us currently – Atmospheric CO₂ levels – and I have failed abysmally ... as is evidenced here by their continued pressure to get this Road and the Chippenham Urban Expansion into Planning where they can wash their hands of their responsibility for it. However, perhaps this consultation will provide a path. Section 3.12.1 in the PEAOR Non-Technical Summary states “Global greenhouse gas emissions, from all sources, currently amount to approximately 50 billion tonnes of CO_{2e} per year”. Atkins are Wiltshire council’s expert civil engineering partner on this project. Please can you ask the Chief Civil Engineer at Atkins to estimate how much harvested energy is required to draw down 50 billion tonnes of CO₂ from the atmosphere using [Direct Air Capture technology](#) and express that into a quantity, so that “the man in the street” can understand just how vast the harvested energy requirement is, perhaps in terms of

- the number of nuclear power stations required full-time
 - the number of Offshore Turbines required full time
 - the number of square kilometres of Solar farm required full-time
- ... just to draw down that amount of CO₂ annually?

Then multiply the result by two to account for the fact that every tonne of CO₂ drawn down out of the atmosphere is replaced by one tonne of CO₂ that adsorbs from the oceans where 50% of our anthropogenic CO₂ pollution is dissolved. For all of the other ways of sequestering Carbon people glibly mention without understanding the vast numbers involved, click “Download Free PDF” at [this link](#) and read the USA National Research Council’s findings.

We need to take action - **Nature cannot fix this problem** – We need to change.

2. Comments on the PAEOR itself

Cabinet aren't listening to any environmentalists on any subject that threatens their pet project ... perhaps, just maybe, they'll listen to Atkins's Chief Engineer?

It is a shame that this document was not available at the outset of the project. I do not buy the argument that it is not possible to estimate the Carbon emissions and Ecological damage that will occur courtesy of the proposed road network and the Chippenham Urban Expansion.

A fair and representative set of soil samples could easily have been taken across the target region to inform inorganic and organic carbon content for each field, woodland, wetland and hedge-scapes to be destroyed.

Experts are available at our academic institutions who excel in understanding Nature and who would relish the opportunity to quantify of the above-surface and below-surface biosphere of these exact environments ... that is, each of the ones that will be dug up, destroyed and dumped by this countryside expansion.

Atkins know the cross X-Z cross-section of each proposed road and the bill of materials required to construct it. Atkins know the X-Y-Z subsurface excavation dimensions required of each Unit Type, be that industrial or residential, and its associated car park, drive, pavement, garage and service utilities.

A Rough Order of Magnitude estimate is eminently and totally possible against the computer plans that are already held. You know that, I know that, yet you refuse to publish the level of devastation those models show.

[Question:] Why?

[Answer:] It's obvious – you know the magnitude of the figures involved.

3. Comments on the PAEOR itself

I have commented on the most notable issues against their paragraph number in the  Preliminary Environmental Assessment of options (PEAOR) report summary [5.1MB].

Document review through my professional career involved responses to each comment and the noting of (and fulfilment of) any actions taken to resolve a comment. I would appreciate a response to my review comments.

It would be better if these documents were available for public review using a tool such as Sharepoint or Google drive. That way, all public comments can be collated automatically which saves everyone making the same point on any issue anywhere in the document.

1.1.2

The level of bias and public deceit throughout this document is high. The first example is in this section "...development land..." It may well be that the author and the document review team all live in towns or cities but, surely they know that:

The Countryside is **NOT AN ASSEST WAITING FOR DEVELOPMENT**, it is degraded and abused Nature, which our society gives so little value to, that we are oblivious to the peril our Values are about to bring us.

1.1.3

Again, more developer bias in the phrase "...unlock the delivery of homes in Chippenham for the next 30 years".

It is equally true that the £75m "brings destruction to an existing beautiful natural area and the homes of all living things above and beneath the ground".

But in this "Consultation" you are only interested in portraying concrete, steel, tarmac and brick as benefits to the people in our community ... and sod absolutely everything else.

1.1.4

The HiF bid wrote in black and white (P5 of the business case) that 22,500 houses are to be built in the Chippenham HMA, adjusted to *only* include Chippenham and Melksham.

You have done such a fantastic job of denying the facts to the public that even the CAUSE discussions only centre on 7,500 houses whilst the reality is 22,500.

"All is fair in business" and you people are driven by business. By Money ... but don't worry, it's all totally legal, even if it's not *quite* above board, eh?

1.1.6

"...a wide area of development and development scenarios..."

Again, you have carefully watched your words throughout all presentations and documentations.

"Wide Area" allies with "development on both sides of the distributor road" which is finally defined by the outer outline of red dotted lines in the map shown in Figure 2.4

Were the public made aware of the extent of the housing and industrial estates *beyond* the outer road option boundary – definitely not, it was not even touched on.

1.1.7

Why do you only approach the environment from the perspective of Humans?

Where is the recognition, or even consideration, that anything other than humans have any Value at all?

Do any of [REDACTED] value anything other than money and career?

1.1.8

...“be significant in relation to the definition within the legislation that governs the EIA process.”

So, this is the key get-out that you think allows you and Wiltshire Council to ignore the Carbon emissions and Ecological destruction that you intend. The EIA process does to require consideration of the [Soil Food Web](#) beneath the ground, nor of the Organic or Inorganic content within it.

However, you, Atkins and the Cabinet have been made fully aware of its presence and the effects of this scheme over the past years, not least by me.

UK Law includes the commitments made by the Paris Climate agreement in Article 2 which does encompass the areas, which the EIA process does not.

The People have just begun to challenge Governments using the Legal System over big infrastructure projects.

In time, the law will also be used to identify the people responsible for driving climate change through the medium size infrastructure projects – like this one.

“My boss told me to do it” is not a defence that worked well in the Hague.

What you’re doing here with this project will help terminate All of humanity, not just specific parts of it.

1.1.9

A significant “negative effect” is the replacement of open countryside, which should be being used to increase diversity, increase soil carbon sequestration in parallel with harvesting energy.

The “negative effect” of losing these extremely important community assets to housing, road building and transport are not mentioned **AT ALL** in this document or this consultation.

You people are a biased disgrace, taking your silver direct from the developers.

1.1.10

So a complete PEAOR would and should include the “NO ROAD” option, which would preclude destruction of this area of countryside.

This option could and should be used to estimate and promote the reasonable best case estimations for

- increasing diversity,
- increasing soil carbon sequestration
- harvesting energy from the ground, the sun and the air using this land
- Increasing employment associated with [Green Economic Growth](#) employment for the tasks outlined above and enhanced with many other possible activities.

1.1.13

“...feedback from the public ...” against a road scheme will be ignored.

I hope at least you follow through and learn about the real impacts of what’s proposed here.

Section 2.

Because no Carbon Budget is required and because an Ecological Budget is required, this process is fatally flawed.

Because the global cumulative effect of this very project could drive either the Climate Crisis or the Ecological Crisis over a tipping point, Politicians, Engineers and Consultees should at least have *some* quantified idea of what is being done here.

Because there is absolutely no mention of how bad this Road plan and Urban Expansion will be environmentally makes the whole project absolutely stink of corruption and deceit. The stench of money attaches itself too to those who work on and promote it.

3.9.1

Use of the word “may” in this paragraph demonstrates the total bias of this document towards a road scheme.

If there were any author honesty at all here, this word would, without question be “will”.

How hard is it for you to tell the truth ?

3.10

This section entirely misses out the entire existing population of the living biosphere both above ground and below ground – the flora, fauna, insects, birds, bacteria and fungus etc etc

3.10.2

PEIOR does not include

Farms: which absolutely must be listed as “Community Assets” – that is their very purpose!

Chicken farms in which there are currently a fair few factory chickens

Sheep farming – you won’t see these during your desk work, but they are actually wondering around at Rowdens farm currently.

Did anyone say Hedgehog, or Mole ... during this document review ?

Did anyone mention “worm” or “beetle”, perhaps ... or sparrow ?

3.11.4

given that Wiltshire Council owns the majority of the land “for the community”, it's interesting that there are not more PRoW there already.

All Common Land should be publically assessable but walking through it on the PRoWs you generally feel like you’re trespassing.

One to fix if by some miracle this insanity is shelved and we start to think about Climate mitigation & helping Nature a bit. Even just a little bit.

3.12.1

Where are the references for the Global Total and the UK Background annual CO2e emissions?

To date, the world has made zero difference, even to the exponential rise of CO2 emissions globally.

Building this road will add millions of tonnes of CO2 to the atmosphere.

3.2.12

This section is where preliminary CO2 emissions estimations of each of the road schemes should be presented alongside a Negative Emissions (CO2e sequestration) estimation and a Carbon cost estimation.

Estimations must include all carbon emitted from site clearance, excavation, materials and construction prior to opening and then all emissions from annual operation to 2050.

These are THE key pieces of information and they have been deliberately and systematically suppressed from the outset of this project, including this “consultation”.

How can Cabinet members, Councillors and the public decide, when the most important facts relating to everybody’s future are deliberately withheld from view ?

3.12.13

Wiltshire Council committed to Carbon Neutral by 2030 – this is a fact and this fact is not included in this paragraph. It should be.

4.1.1

The PEAOR cannot perform a realistic assessment because the Option of No Road is deliberately excluded from the Consultation process.

The top priority in the hierarch is “Avoid”. By not building the Road you AVOID destroying a large ecosystem and you AVOID millions of tonnes of CO2e emissions.

4.2.1

Significant traffic modelling has been done as part of the HiF bid appendixes by Atkins to form a detailed part of the HiF BID.

The top level conclusions detailing how many extra cars, vans and lorries and extra car, van and lorry journeys are likely to occur has been deliberately and systematically suppressed.

This is the section where the outline worst case figures should be presented and fed back to 3.2.12 to inform expected annual operational emissions.

The assertion that electric cars fix /will fix transport emissions is total tosh. In this Southern Region, when the sun’s not shining, we burn Gas to make electricity.

Our DNO is unable to invest in Grid Reinforcement, due to OfGEM blocking it from doing so with regulation per Government policy.

EVs are no less polluting than modern diesel cars and this will not change whist government does not count CO2 emissions from incinerators or biofuels in the grid intensity figures.

To the climate-educated, and HMG-policy aware, these traffic numbers are extremely important – and missing.

4.6.1

Fairly obvious that most of this section is a cut and paste from the housing estate documentation but really, the last bullet point? Are you *serious*??

The road scheme provides benefits for vehicles and in common with every road in Wiltshire, presents significant dangers to both cyclists and walkers.

Wiltshire Highways hate cyclists and pedestrians ... as much is obvious by cycling or walking pretty much anywhere within or without our towns!

4.7

It has to be recognised and stated to the public that the entire Road Scheme proposed here is a man-made contamination of what is currently a living, breathing eco-system.

It is contamination to such an extent that the currently living breathing ecosystem is totally destroyed by a construction company directed by Leaders of our Community.

This consultation suggests to the public that there is no choice but to have a road and this lie is being propagated by the Leaders of our Community and professionally articulated by the entire Future Chippenham team.

To put just one side of the argument is a disgrace and you people should be totally shamed of yourselves by your offspring – they, for sure, will understand how wrong you are.

4.7.3

There needs to be a recognition that there is more life in the soil below ground than there is above it.

4.10.1

“... the extent of direct, permanent land take affecting identified individual receptors...” is actually maximised, so this statement is wholly untrue.

The people of Chippenham will lose all of the County Farms around Chippenham if this scheme proceeds – it could not be any worse, this is a “Developer Land Grab” if ever there was one.

4.10.2

Apparently “the production of a communication plan by Wiltshire Council to inform the local community” is on the cards for this, but WC are unable and unwilling to communicate any plan to address Climate action or Biodiversity loss to the local community in the last two years!

Says it all.

4.11.1

So the intent is to focus the public on how hard you’ll try to minimise a tiny part of the problem whilst avoiding even talking about the immense damage the problem actually does.

Without baseline figures for Carbon emissions and Biodiversity destruction, how can the word “solution” be used in this context?

This consultation should be halted immediately, until a full Carbon Budget and a full Ecological Budget estimates are created, scrutinised and then included for the public to consider.

4.12.2

The engineering team should own responsibility for finding, calculating and presenting the Carbon Footprint of every material in the BOM for the construction project to form an estimate of emissions.

The members of the cabinet should own the responsibility of detailing all of the lifeforms that will be killed through site clearance and soil excavation and to present an estimate of the death count that their ideology of Economic Growth brings with it – and be personally responsible for that death count.

4.11.3

The engineering team should own responsibility for finding, calculating and presenting the CO2 sequestration potential of these (and any other) mitigations where harvested energy is used to sequester via Direct Air Capture and subsequent disposal of pure CO2.

This consultation should be halted immediately, as this is crucial information that should be publically available now to allow an informed decision by the public about this road scheme.

5.1.4

“Protected Species” are the ones that are rare because Humans have killed the species, or destroyed their habitat, or destroyed their predator’s habitat.

By dumping exactly this type of road network and housing estate over the countryside (which was, by the way, originally forest/wetland) we make more species “Rare”.

Somehow you need to understand that ALL lifeforms are now doubly important because we’ve destroyed so many of them and so much of the ecosystem already.

It’s not just “Protected Species” we need to consider – we need to think about and help ALL Species because we are systematically terminating ALL Species with this type of expansion.

That’s what Ecological Crisis means – the word “Crisis” doesn’t mean there’s too much Ecology and we need ‘to do our bit’ to destroy some with Urban Expansion, here in Wiltshire.

It’s actually the opposite – the word “crisis” means there’s too little Ecology and we’re supposed to help it, by preserving and enhancing the countryside, here in Wiltshire.

I’m a bit surprised engineers and politicians make this mistake and continue to make it.

5.2.2, 5.2.8, 5.2.15

This section should include an Option “No Road” which a significant portion of the Chippenham population completely recognise as the preferred option.

This consultation **should be halted** immediately because you are presenting a predetermined outcome and deliberately excluding a significant option that meets all environmental and climate needs.

This table should also include a line item “Better the Case for an A350 dual carriageway Poole to M4” as this is a major part of cabinet’s strategic planning which lies behind this scheme.

This consultation **should be halted** immediately because you are mis-presenting a prime strategic purpose, that of generating more traffic for the A350, in order to better drive its expansion.

MSF 929

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Hallam Land Management Ltd
- Q3. Which age bracket do you fall into?**
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
Our comments relate to Zone 1.
We consider this to be the second best route of the road through Zone 1. As below, it connects directly into Lackham roundabout, for which we see there being significant overall benefit in terms of place shaping, however overall we believe that Option B is preferable due to the reduced landscape impact and improved connectivity.
- Q9. 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.**
Our comments relate to Zone 1. We consider this to be the best route of the road through Zone 1.

In terms of place shaping, we believe there is significant benefit in connecting the proposed road directly into Lackham roundabout. It would be a clear continuation of the existing Chippenham link road and result in a high level of fluidity in the highway network.

Furthermore, whilst the Option Assessment Report Findings Summary places Option B and C on par in terms of environmental impacts, the PEOR Non-Technical Assessment assessment shows that Option B considerably outperforms Option C (page 23).

Q10. 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.

Our comments relate to Zone 1.

We consider this to be the least preferable route of the road through Zone 1.

We agree that the selection of the route must balance considerations such as cost, connectivity, viability and environmental impacts. However, the environmental cost of Option C is significant, with it not being the preferred Option for any of the 11 topics. Whilst some of these are reduced by omitting the Pewsham Link, it is required as part of the wider scheme, so we consider it unrealistic that it would be removed and as such the environmental impacts must be properly taken into account.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 930

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
I do not support any of the road options proposed for each one will have a deleterious impact on the items I have ticked above
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Bicycle;

MSF930 (cont.)

I do not support any of the road options as proposed as they will all have a negative impact on carbon emissions and the environment. I draw your attention to Wiltshire County Council's declaration of climate emergency. I think rather than propose 3 road options there needs to be a more wide ranging consultation on how Chippenham and the surrounding area is developed in a truly sustainable way.

MSF 931

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Climate change adaptation/mitigation;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;Preserving and protecting heritage assets;Protecting green spaces. Reducing carbon emissions. ;

Q6. 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.

I believe that Chippenham as already grown enough and the new road will only act as a conduit for further unnecessary house building. At present there is a nice green space to the east of Chippenham and we do not need any additional in fill.

As an example the new building program on the Birds Marsh SSI site shows the blatant disregard for green spaces. These green spaces are what makes living in the area so pleasant.

The carbon footprint of building 7500+ houses and the associated traffic will have a significant impact on the local environment, and ultimately swallow small hamlets and run towns into each other, destroying the rural nature of this location.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

All three options seem as bad as each other cutting through pristine farmland being part of the green spaces outside Chippenham. What's nice at the moment is that you can ride your bike from Chippenham station along the disused railway and be into the countryside within 5 minutes. This will no longer be an option once the road is built.

Q9. 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.

All three options seem as bad as each other cutting through pristine farmland being part of the green spaces outside Chippenham. What's nice at the moment is that you can ride your bike from Chippenham station along the disused railway and be into the countryside within 5 minutes. This will no longer be an option once the road is built.

Q10. 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.

All three options seem as bad as each other cutting through pristine farmland being part of the green spaces outside Chippenham. What's nice at the moment is that you can ride your bike from Chippenham station along the disused railway and be into the countryside within 5 minutes. This will no longer be an option once the road is built.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Q15. Why do you travel to/from Chippenham town centre?

For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 932

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Reducing 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;Avoiding turning Chippenham into a mini Swindon, changing the fact that it is a small rural town and destroying local countryside;
- Q6. 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.**
Avoiding turning Chippenham into a mini Swindon, changing the fact that it is a small rural town and destroying local countryside
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I don't support any of the routes or link roads and don't think this will be an improvement to the town
- Q9. 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.**
I don't support any of the routes or link roads and don't think this will be an improvement to the town
- Q10. 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.**
I don't support any of the routes or link roads and don't think this will be an improvement to the town

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
I don't support any of the routes or link roads and don't think this will be an improvement to the town
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
I don't support any of the routes or link roads and don't think this will be an improvement to the town
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
To use the shops;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Car;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham for leisure/social engagements;

MSF 933

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
any new development should fullfill the green agenda and carbon neutral targets.

We do not understand how Wiltshire council can even be considering such a project with the current drive to lower carbon emmisions.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
no options are acceptable
- Q9. 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.**
no options are acceptable
- Q10. 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.**
no options are acceptable
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
no options are acceptable

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
no options are acceptable
- Q14. How do you travel to/from Chippenham town centre?**
Bicycle;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Bicycle;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 934

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not building the distributor road and link road.;
- Q6. 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.**
I have lived in Chippenham for 30 years now, and what I love about it is the easy walking access we have to large areas of car-free countryside. Wiltshire Council's proposed distributor road and associated housing would destroy much of that countryside and change the character of Chippenham town with the addition of the equivalent of another town added to its eastern and southern borders.
- 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. The Local Housing Needs Assessment is out of date and flawed, but there is no justification for new housing on Sites 2, 3 or 7 (ranked equal 4th in the 'site selection report') as even the existing LHNA can be met by rankings 1 to 3 of the sites – i.e. Sites 1, 4 & 6 as per the priorities in the 'site selection report'. Indeed, Site 1 on its own is estimated to be able to hold 6100 – 8539 dwellings which is greater than the housing requirement.
- The destruction of large swathes of countryside for this proposed road will mean that Pewsham estate residents such as me will lose easy walking access to the countryside for exercise and mental well-being; we will instead have to get in our cars to drive to countryside outside the Chippenham area if the new road development were to go ahead, which would go against the Council's Climate Change agenda.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
I have lived in Chippenham for 30 years now, and what I love about it is the easy walking access we have to large areas of car-free countryside. Wiltshire Council's proposed distributor road and associated housing would destroy much of that countryside and change the character of Chippenham town with the addition of the equivalent of another town added to its eastern and southern borders.

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. The Local Housing Needs Assessment is out of date and flawed, but there is no justification for new housing on Sites 2, 3 or 7 (ranked equal 4th in the 'site selection report') as even the existing LHNA can be met by rankings 1 to 3 of the sites – i.e. Sites 1, 4 & 6 as per the priorities in the 'site selection report'. Indeed, Site 1 on its own is estimated to be able to hold 6100 – 8539 dwellings which is greater than the housing requirement.

The destruction of large swathes of countryside for this proposed road will mean that Pewsham estate residents such as me will lose easy walking access to the countryside for exercise and mental well-being; we will instead have to get in our cars to drive to countryside outside the Chippenham area if the new road development were to go ahead, which would go against the Council's Climate Change agenda.

Q9. 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.

I have lived in Chippenham for 30 years now, and what I love about it is the easy walking access we have to large areas of car-free countryside. Wiltshire Council's proposed distributor road and associated housing would destroy much of that countryside and change the character of Chippenham town with the addition of the equivalent of another town added to its eastern and southern borders.

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. The Local Housing Needs Assessment is out of date and flawed, but there is no justification for new housing on Sites 2, 3 or 7 (ranked equal 4th in the 'site selection report') as even the existing LHNA can be met by rankings 1 to 3 of the sites – i.e. Sites 1, 4 & 6 as per the priorities in the 'site selection report'. Indeed, Site 1 on its own is estimated to be able to hold 6100 – 8539 dwellings which is greater than the housing requirement.

The destruction of large swathes of countryside for this proposed road will mean that Pewsham estate residents such as me will lose easy walking access to the countryside for exercise and mental well-being; we will instead have to get in our cars to drive to countryside outside the Chippenham area if the new road development were to go ahead, which would go against the Council's Climate Change agenda.

Q10. 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.

I have lived in Chippenham for 30 years now, and what I love about it is the easy walking access we have to large areas of car-free countryside. Wiltshire Council's proposed distributor road and associated housing would destroy much of that countryside and change the character of Chippenham town with the addition of the equivalent of another town added to its eastern and southern borders.

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. The Local Housing Needs Assessment is out of date and flawed, but there is no justification for new housing on Sites 2, 3 or 7 (ranked equal 4th in the 'site selection report') as even the existing LHNA can be met by rankings 1 to 3 of the sites – i.e. Sites 1, 4 & 6 as per the

priorities in the 'site selection report'. Indeed, Site 1 on its own is estimated to be able to hold 6100 – 8539 dwellings which is greater than the housing requirement.

The destruction of large swathes of countryside for this proposed road will mean that Pewsham estate residents such as me will lose easy walking access to the countryside for exercise and mental well-being; we will instead have to get in our cars to drive to countryside outside the Chippenham area if the new road development were to go ahead, which would go against the Council's Climate Change agenda.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

Food & non-food shopping;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 935

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Stagecoach West
- Q3. Which age bracket do you fall into?**
- Q4. Please let us know your post code.**
Swindon Depot [REDACTED] [REDACTED]
- Q5. 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?**
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; Protecting and enhancing biodiversity e.g. animal and plant habitats; Preserving and protecting heritage assets; Ensuring that the routes facilitate rational efficient and reliable public transport access to new development. Ensuring the road space in and approaching Chippenham town centre on key routes can be reallocated to buses and cycling priority, in line with the Local Plan Transport Review Report (Jan 2021).;
- Q6. 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.**
refer to attached sheet
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
This route would most likely support and "edge road" or bypass function. 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. 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.

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.

However this route would perform poorly as a bus route on all sections - very much so. We recognise the higher costs of this option and the likelihood that it will have greater environmental impacts. We do not support this option.

Q9. 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.

In Zone 1 the route helpfully links directly to the Lackham roundabout and its function will thus be more likely to be effective avoiding creating unhelpful design conflicts within Local Plan proposed development site 3.

It sits quite centrally through potential housing parcels allowing it to efficiently perform a local access and bus route functions, more so in Zones 3-5, than 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.

The route impinges least on the norther 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.

Stagecoach prefers this route in the main, while remaining sceptical as to its relevance and effectiveness in Zones 1 and 2.

Q10. 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.

The route acts more as a set of connected estate access roads than reading as and performing any great diversionary impact. In many ways its tries to achieve everything and in so doing will be so compromised as to properly achieve nothing. The solution, whilst cheapest, is exceptionally indirect for through traffic especially on the key sections in Zonses 3 and 4, It cases the most severance. in Zones 1 and 2 it runs so close to Pewsham Way as to duplicate existing infrastructure and be very wasteful.

It will be least effective in unloading the central area highways network of Chippenham sufficient to allow for major reconfiguration of traffic flows and allow consequential re-allocation of space and links to bus and cycle. It risks presenting the very worst of all possible worlds, and in so doing seems more likely to aggravate the town's serious existing problems.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 1;Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

The western-most link is the only one that allows any bus route to serve development across this area while also effectively running to and from the town centre. It does not even do that very well.

We note and well understand the topographic issues that impinge on this route, which make it costly and problematic compared with Option 3.

This is one of many reasons why we consider 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 on a very large number of counts.

As the Council starts to press further into this overall concept we consider that these and a range of other issues will emerge to present still greater technical and viability challenges, both for the road and for associated development. As such the soundness of this part of the Local Plan strategy in planning terms and its technical and financial deliverability, look increasingly stretched.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF935 (cont.)

There is a very clear tension and conflict between the purpose of the proposed links as traffic diversion routes for local and longer distance vehicular movement, potentially relieving town centre roads of congestion; and the need to access very large amounts of new development which in and of itself will demand a high proportion of the capacity the links will provide. When combined with the need to engineer the links to appropriately interface with adjoining housing development - likely to be on both sides - the place-making drivers could well further compromise any strategic role.

In particular, having the links act as distributor roads, or, even more problematic "development streets" demands that they have a greater "place-making" function than the movement function demanded by a strategic role will comfortably permit. We are well aware of these tensions causing serious problems in Northampton (Sandy Lane Link Road Phase 2) and also where an existing strategic Link (Sandy Lane Link Phase 1) is considered to inappropriately sever a strategic allocation to the west from existing development to the east. This is being played out elsewhere - for example the NW Preston Distributor Road - which has a greatly lesser movement function it must be said, but is still causing problems. The role of any road as a bus route – and this is true for all the exemplars quoted – becomes a key but often neglected part of this fundamental conflict. In effect we are “caught in the crossfire” between engineering to facilitate high volumes of movement and the desire to have the street perform well in terms of non-motorised users – especially pedestrians who make up the vast majority of bus passengers who will walk out to stops on the routes. The best current examples of how these tension have been resolved remains the Wokingham Northern and Southern Distributor Roads, the first of which is largely complete and open to traffic. This largely routes as an edge roads but it supports a range of active frontages, on occasion on both sides. It also will act as a bus route. Our detailed technical evaluation of this road leads us to conclude that in engineering and urban design terms, it should perform this function quite well: however we are not a local operator there. We would stress the role of this road is much more geared towards local traffic and development access than a strategic through route. Thus, in Chippenham we consider that a more heavily engineered option especially through Zones 3-5 is likely to be necessary, incorporating such principles as can be from the Wokingham precedent, and having a 40 mph speed limit. The Council might also like to consider the design approach taken on the Swindon New Eastern Villages Southern Connector Road, where it passes through Foxbridge Village.

Attempting to resolve the tension by creating a parallel bus route or routes on residential streets within the built form either side of the link roads will involve duplication of costs and is unlikely to provide a sufficiently attractive route. In any case, as development is anticipated to lie both sides of the strategic link, this will not provide sufficient service hinterlands, and either two separate bus routes, or a very complicated loop or zig-zag routing would be implied. Such a routing will be highly inefficient and costly to operate while also greatly suppressing its attractiveness and relevance to the public.

This was the conclusion drawn in South Gloucestershire as to how bus services should serve the Harry Stoke neighbourhood, lying either side of the Harry Stoke Sustainable Transport Link, which also accommodates MetroBus BRT provision. Here it is assumed that buses will stay on the strategic link even though walking distances at time might be a little greater than ideal. This is compensated for by bus speed and anticipated high frequency. We will be clear: we consider that the balance, for bus and PT generally in the Chippenham context, is going to lie towards:

- a more direct link road
- with higher design speeds – potentially even 50 mph – and a 40 mph speed limit, than a residential street. This will require at the very least, 2m wide bus pull-ins.
- Without any direct frontage access, and limited side-road junctions
- Incorporating very carefully located bus stops, with high quality infrastructure connected with controlled pedestrian and cycle crossings. The use of subways might even be warranted, if carefully designed.
- With active frontage facing onto the links, but with a suitable offset to minimise noise and amenity impacts, and incorporating sufficient passive surveillance to avoid waiting bus passengers feeling isolated beside an A-road.

We also see a clear distinction between the greater strategic role of the NE link towards the A350 at Malmesbury Road, than that towards Lackham in the SW. We suspect this link will perform a greater strategic function much more effectively. It is also likely to perform much better in terms of cost-benefit analysis.

In terms of specification, especially in Zones 3-5, we unequivocally support

- a 7.3m minimum width to accommodate HGVs and in line with DMRB,
- off-line stops in laybys or partial pull-ins, junctions in the form of shadow islands and roundabouts,
- a sufficient but limited number of controlled ped and cycle crossings at key intersections between the road and major sustainable movement corridors.
- A clear stand-off between built frontages and the kerblines of no less than 10m, but no more than 20m, which could incorporate planting and/or SuDS, but also making sure that bus stops can be satisfactorily accommodated.
- We would be very keen to assist the Council and its design team resolve some more detailed design issues having regard to adjacent master planning and urban design of adjoining development parcels should these allocations prove to be justified, especially in Zones 3-4.

The SW link is excessively long and duplicates existing infrastructure in the form of Pewsham Way along most of its length. It cannot create a direct or efficient bus route as it joins two points on the extreme edge of the town with no obvious means of linking a route back towards the centre, while benefiting from attractive rational or sufficiently large stop hinterlands incorporating large numbers of existing as well as new dwellings. It may fail either to perform an effective strategic function and also fail to provide a rational and efficient basis on which to access housing land as well. The whole concept needs looking at again in much more depth having regard to its intended purposes. It looks likely that significant housing in Local Plan “Site 2” south of the A4 could in fact be brought forward without any need for this infrastructure to service it, as well.

The relief road function could be achieved to a great extent with a much shorter link west of the Avon, taking advantage of the existing Avon crossing from Avenue La Fleche, to Bath Road, and if necessary widening the existing structures and A4 carriageway. It appears that the Local Plan Transport Review undertaken by Atkins for the Council has incorporated just

such a link within the associated SATURN model.

Stagecoach is therefore sceptical of the rationale for the SW link through Site 2, and does not support any of the routes selected for the reasons we state. We will however state a preference of the three set out. We would support a study of a much shorter link between Avenue La Fleche and Bath Road, linked with reassignment of road-space to sustainable modes in the town centre area.

Stagecoach broadly supports the principle of NE link road completing an Eastern Link long aspired-to by the Council, but only if the opportunities to secure a the maximum realistic potential for mode shift towards sustainable modes is pursued. This would require

- the elimination of direct vehicular movement between the committed Rawlings Green development and the town centre, converting the consented but un-implemented link to a bus gate and cycle corridor. As such this would make it much more attractive to walk, cycle or use public transport to make local journeys.
- The former A4 London Road through Pewsham should also be made a sustainable modes only route with a mode filter along it, at its western end near Blackcross allowing frontage access but preventing direct vehicular access to the town centre. This may also require measures on Wood Lane to prevent rat-running.
- Local buses meeting EURO VI (thus virtually nil particulate and NOx emissions) should be permitted to use the High Street in both directions with the re-introduction of on-street bus stops.
- Bus lanes should be provided eastbound on Bath Road/Rowden Hill which might be easiest and cheapest to achieve by providing a mode filter at the bottom of Bath Road, as general traffic would use the new link to Avenue La Fleche.
- A contraflow eastbound bus lane on Marshfield Road should be provided, as part of wider bus priority improvements on the A420
- The existing gyratories should be reconfigured to provide bus and cycle priority on dedicated carriageway.

These measures would be a locally-contextualised and targeted interpretation of the system used in other cities, including those currently proposed in Birmingham and Oxford, where car traffic is remains permitted across the whole area as today, at all times, but must route out to the ring road before returning in towards central destinations. Cars could still be used for all journeys – even ones between very closely spaced origins and destinations – both the distance and time involved would be such that it would be more attractive for most people to make more sustainable travel choices. Car-borne access direct to the central shopping core using the Pewsham Way and most existing radial routes would still be possible – making the arrangements greatly less draconian than the examples quoted and supporting the retail and business offer in the town centre.

MSF 936

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 36-45 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;

Q6. 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.

I think it is absolutely vital that Chippenham and Wiltshire take a long-term approach to infrastructure development and sustainability. Simply developing new roads only solves traffic and congestion in the very short term, while the long-term environmental issues get pushed on to future generations. At present, there does not appear to be any positive vision of what the area can and should look like in 20, 50, 100 years. Instead, there seems to be a race to the bottom: cookie cutter houses, more cars, more construction, less green space.

A number of years ago I participated in a focus group to help find a tagline for Chippenham. One of the suggestions was only half in jest: "Chippenham: At least we're not Swindon". But with the current approach, this is what Chippenham will turn into. Just this morning I had someone describe Swindon town centre as a ghost town. Although the pandemic is in part to blame, there were problems even before 2020.

The road is likewise failing to take trends into account, coming up with a 1980s solution in the 21st century. People want to regain their time, so online shopping is here to stay, with deliveries being made to multiple houses, rather than multiple vehicles going into a town centre. The High Street must reinvent itself. Likewise, the pandemic has only served to accelerate remote working. The amenities that surround people--countryside, clean air, biodiversity--are going to be bigger selling points than how long it takes to get from A to B.

Without joined-up, long-term thinking, the reasons that people move to (and stay in) Chippenham and the surrounding area will disappear. It will become yet another concrete monstrosity on the M4.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
Shopping;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 937

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
I also work for a homelessness charity in Chippenham. This partially influences my views but my views are not shared on behalf of the charity.
- Q3. Which age bracket do you fall into?**
Between 36-45 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
All of these are vitally important, but represent issues that would be significantly harder to mitigate if the proposed road scheme goes ahead. The Climate and ecological emergencies should mean that these proposals cannot even be considered in the first place. The Council show here that they know what is really important but are wilfully and recklessly ignoring it with these plans.

Please see attached separate sheet
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;Bicycle;On foot;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;For leisure/social engagements;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;Bicycle;Walking;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF937 (cont.)

I object whole-heartedly to the road scheme for Chippenham. I am a mum of two, I'm deeply concerned about the climate and ecological emergencies, and see our current response to these as still terrifyingly disproportionate to the level of risk for our relatively near future survival as a species. I feel we have a moral obligation to those parts of the world who are already feeling the brunt of our failures to act, and an existential imperative to protect ourselves which does not by any means exclude those living in rural Wiltshire. As a member of Zero Chippenham, Extinction Rebellion Chippenham, and WCA, I'm involved in campaigns and actions to try to raise the alarm, help Chippenham to become less carbon-dependent, and to try to hold Wiltshire to its commitment to become a net zero county by 2030.

As I have pointed out in my responses to the Local Plan for Chippenham (which of course is predicated on the premise of this road scheme going ahead, and heavily biased because of the availability of funds and available land for this scheme), I am not a NIMBY or a lifelong environmentalist. I do care deeply about people's right to live in an affordable home in a nice area, but I believe that this is a nuanced political issue which isn't resolved satisfactorily by the cavalier, developer-led practice of just adding and adding to urban sprawl. The CEE must force us to rethink this.

The reality of climate change and biodiversity loss, and the fact that we have to change course urgently is fast becoming understood by more and more of the general public, and I believe that a great deal of the widespread objection you are receiving from Chippenham residents is not down to NIMBYism but a more far-reaching understanding of what would be lost, and what it means about us as a species if we allow this to continue to happen.

I would like to firstly record here my real shock and disappointment at the deliberately misleading and undemocratic process that has been used to try to steamroller these plans. I have observed:

- Various iterations of this plan (for the housing and the road) have been about for years, previously called Chippenham 2020, and never meaningfully consulted on.
- The HIF award being bid for and won, with backing from the local MP and Council that was hastily gathered without proper process and authority (and is now being withdrawn in the light of the bad odour around it), and without reference to the affected Neighbourhood Plans.
- The Council impressing on the public at every stage that there is no predetermination, that the money is merely there should the developments passively, somehow 'come forward'. And yet here we are with the plans very much on the table.
- At no time in the process do the Council attempt to calculate (even a ball park figure) of the Carbon emissions that this project will release and create, and transparently analyse this in the light of the Climate Emergency it has declared.
- The consultation effort for this is now happening, at a time of a global pandemic, when people's lives are pushed and pulled in all sorts of unprecedented ways. The Local Plan Review Consultation, which will determine the mandate for this combined scheme, is time-consuming, complex and not well advertised, so unlikely to get many responses.
- The Council, at the same time, put out a consultation for 'road options', which does not give

people the option to say no to the road, and instead leads the consultee into a choice of road 'option'. It is suspected that those people who voted in good faith for a least bad option will have unwittingly voted in favour of a road. If this was not the intention, why wasn't a 'no road' option included?

- Both consultations lay out highly developed plans advanced to the finer details of where nice attractive features of the lovely leafy new suburbs will go, and the council has the absolute gall to frame these designs as 'sustainable' and 'resilient'.
- At the same time the Council is insistent that the levels of growth the plans are predicated on are 'inevitable'. The Council has in fact taken the total of predicted growth from the government's already ambitious 'target' and added 5,000 more houses for 'contingency'.
- On a similar vein the Council have emphasized in communications that there is such 'congestion' in the town that there is a desperate need for another road, despite the inconvenient, common sense (and well evidenced) truth that adding another road and many many more car drivers to the town will only add to overall congestion.
- The suspicion is that this road was, initially at least, conceived as a through route from the M4 to onward routes to the South and West. The ambiguity and confusion around the intention for the road: a 'relief' road (as it is still called in the News section of the Council's website, which I suspect was the source for a recent Gazette and Herald article, which referred to it as both a relief and a distributor road) shows that at best Wiltshire Council are making it up as they go along, and at worst, that they are deliberately hedging to try to secure support in as many ways possible. Both of which to blindly plough on with an ill thought-through plan.
- Finally, the so-called 'Sustainability' appraisal process applied to the Site Selection of the Local Plan for Chippenham (which is relevant here of course because the proposed location of the road to the East and South of Chippenham is predicated on the Sites selected within this) marks sites up and down for 'sustainability' on completed flawed logic which shows clear working backwards from the preferred outcome which means that the HIF award, and the land parcels which have already been identified and agreed for it can be used. Marking sites on the West down for 'not creating access to the River Avon corridor' is one farcical example.
- I don't think it is any coincidence that the Council's Climate Strategy is yet to emerge two years after the Climate Emergency declaration it declared. I believe the Council know that once this policy is passed it will (and rightly so) render projects such as this one, delegitimised.

With that said, my objections to the road are as follows:

- The land to the East and South of Chippenham proposed for the road is (as with all greenfield land) an invaluable carbon sink. The soil, hedgerow, trees and plants sequester carbon and we will release this, and surrender this potential for the future through building here.
- The land is also in large part productive farmland. At this time we should secure and protect local land which gives us the best chance of sustaining a local food supply into the future.
- The land has valuable 'natural capital', to use a phrase which has recently come out of the refreshing and sage Dasgupta review. It is worth something as an asset in ways linked and not linked directly to GDP. All the more because of the pandemic, a silver lining of which has been a confirmation that it is a real treasure to have locally accessible countryside. Going out into the countryside is well known to be a guiding principle in coping with life's pressures, managing stress and poor mental health, and staying physically healthy.
- The land is home to an abundance of wildlife and some rare species. We know that Britain's wildlife is shamefully depleted, and species are dying off in unprecedented numbers. We ignore this at our own peril – from microorganisms in soil, to plant life, to birds, bats and newts, the rich tapestry is what ultimately supports our existence, as David Attenborough has recently solemnly forewarned again. I understand from the Council's

Biodiversity Net Gain policy that they plan to try to replace all that is lost, but it is inherently a risk to engineer systems that replicate those that naturally appear, in a reduced physical space, and saying it and doing it are different prospects. Here the overall risk, time and expense just don't seem justified to begin with.

- The removal of, and concreting over greenfield land increases flood risk. Flood risks are also of course exacerbated by warming temperatures. The land on which this road and housing is proposed bordered by flood plain (zones 2 & 3), and has known historic flooding issues in various places. The SUDS technology proposed to help drain the area is emerging. It is very risky in this changing climate to base housing on this. Housing built on flood-prone land also risks subsidence into the future.

- The development in Chippenham will not only release a great deal of sequestered carbon from the greenfield land, but will entail carbon emissions in its build and ongoing life. I am part of Zero Chippenham who intend to positively act to reduce carbon in Chippenham in line with the town, and County's motions to reduce emissions to net zero by 2030. Why and how should we continue in these efforts when this project will so massively undermine them? The lack of justification for the project, in combination with the massive impact it has would make it in my view, an act of ecocide – knowingly and irresponsibly ushering in more damage and emissions, which will further destabilise our life-sustaining systems.

- There is no need for another road in Chippenham and in a time of Climate Emergency we must not 'build, build, build' but STOP BUILDING. A simple principle which I grant is extremely difficult to embed, and goes against the grain of what we have considered 'progress' for so long. But it is a fundamental truth we must now accept, and stick to at all costs. We hear a lot from Councillor Clewer (who has been given the very awkward dual role of dealing with the Climate Emergency and the apparently high demand for housing) about government threats to enforce unsustainable development in Wiltshire if the Council cannot be on the front foot and 'masterplan'. What we don't clearly see is an attempt to push back to the government on what are clearly unsustainable targets for the planet and not in line with Chippenham's real needs. Does this happen? If so how? Genuinely interested in this because I think there will come a time, sooner rather than later, when projects like these just create a critical mass of objection. So better to change tack now surely, fight the good fight, not the one that will seem prehistoric and indefensible to the wider public in the coming years, and not the one that as we all know creates more of the costly problems we will need to redress in the future.

- The road and its placement in Chippenham which connects to the M4, A4 and connects to the South and West, will invite through traffic and attract those who work outside Chippenham to live here and commute out. Both of these significantly increase carbon emissions, which would form part of our local fair carbon budget.

- There is not sufficient employment land in the plans or in existence already to ensure that those who move into the new development can stay local and not commute out. The employment land already in the Local plan (and much of the land with planning permission for housing) has not yet been built out. The Council says that they will deliver employment opportunities in a timely way to keep up with any demand from the housing, yet this does not seem to be something they are engaged in working towards.

- The influx of new car drivers we will see in Chippenham (conservatively estimated at around 10,000 cars for developments of 7,500 houses), as I've said earlier is likely to add traffic to Chippenham's centre, not take it away. This is in addition to the documented phenomenon of 'induced traffic', where new roads or lanes invite people to make greater car trips (see the CPRE 2017 report 'The End of the Road?' which draws on a previous report to the DfT in 1994 which came to this same conclusion).

- In Wiltshire, transport-related emissions make up 40% of the total emissions. Regardless of an eventual shift to electric vehicles, we have an urgent need to reduce petrol/diesel emissions in order to see the rapid year-on-year reductions over the next decade which may allow us to stabilise spiralling global heating. During this decade we need to promote and induce this change of habits by supporting a moratorium on new roads, and investment in modal shift to cycling, walking, better take-up of rail travel (perhaps a station at Corsham?)

and more innovative public transport in and around towns. This will secure a future in which the electric car can have its place - for longer trips, urgent trips, family trips, heavier loads etc, once the renewable energy supply and EV infrastructure has developed accordingly, but crucially so can healthy modes of transport, and beautiful surrounding countryside.

- Again the pandemic has brought about recognition of the benefits of staying local and being more active, both of which can be stimulated further for economic benefit to Wiltshire, if we take stock and reappropriate investment accordingly. The recently authorised withdrawal of the pop-up cycle path on the A420 Bristol road in Chippenham was disappointing, as it was done at the behest of the motorists who, I can only assume in ignorance of the climate crisis, object so loudly to sharing the road with cyclists. This scheme was also damned from the outset by being hastily and badly planned and highlights that the Council seems ill set up for joined up and anticipatory thinking on active travel because of the enduring predominance of private motoring and road building in its vision for transport. Of course, the Future Chippenham proposals include active travel as a main headline in the attempt to convince us these developments are 'sustainable' but the ability to develop active travel routes are of course not a unique selling point of this land in this particular place, and it does not require building at massive scale and a further road to make Chippenham a place where active travel can happen. As for many towns and villages in Wiltshire, there is a Chippenham cycling network group who have devised a credible route plan for Chippenham, using the experience of local cyclists. There is likely to be an ongoing stream of government funding and there is comprehensive government guidance on how to plan routes appropriately. There is no excuse not to put this front and centre of Wiltshire's drive to reduce emissions.

- The land to the West of Chippenham is clearly better connected to existing infrastructure, if a proportion of greenfield land is ultimately considered unavoidable in meeting genuine housing need.

- The land to the West of Chippenham does not require the expense of extensive new infrastructure including flyovers and railway bridges, and extensive flood risk mitigation, nor the risks that building by two rivers entails.

- The availability of brownfield sites is likely to increase in the coming period, post pandemic and in relation to economic downturn, and its widely agreed that these afford a sensible and sustainable option for meeting any genuine increase in housing need.

- I don't accept the logic that the council has to evidence that there is an available supply of land to accommodate the full extent of housing proposed for the of the plan period at it's outset, and feel that this weakens the chances of swapping in brownfield and more sustainable, better connected small pockets of land as they arise. Why state that regular reviews are built into the process, but also state that the land has to be agreed from the start? The government's planning white paper already threatens to erode the democratic safeguards built into the current system and allow developers even greater control.

Thanks.

I note that there is no option for me to say that I do not want to have a road to the East of Chippenham at all, but I know people object and may use this consultation exercise to try to express their objection

How should they do this using the consultation form?

Why was another box for 'no road' not included?

Surely a lot of people who do not want to see a road built at all will feel compelled to choose a 'least bad' option, out of the three. Will this bias be accounted for in any way?

Will ticked boxes in questions 7 (and question 11) be invalidated if someone has expressed in one of the text fields that they would prefer not to see any of the options built?

If a response answers Question 5, will this be taken as an implicit agreement for the road (with damage mitigation)?

MSF 938

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Gallagher Developments in respect of their land interests at Land South of Pewsham, Chippenham. Please see covering letter for further information.
- Q3. Which age bracket do you fall into?**
- Q4. Please let us know your post code.**
- Q5. 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?**
- Q6. 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.**
Please see covering letter
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route ;
- Q8. 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.**
Please see covering letter
- Q9. 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.**
Please see covering letter
- Q10. 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.**
Please see covering letter
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3; Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
We would have no objection to one or both roads being proposed, providing the matters around good design principles noted above are considered.

Please see covering letter for further information.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
We would have no objection to one or both roads being proposed, providing the matters around good design principles noted above are considered.

Please see covering letter for further information.

Q14. How do you travel to/from Chippenham town centre?

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF938 (cont.)

Thank you for the opportunity to respond to the Future Chippenham consultation on the distributor road. Please find attached a covering letter, completed questionnaire, and additional supporting information.

Future Chippenham Team
Wiltshire Council
County Hall
Bythesea Road
Trowbridge
BA14 8JQ

VIA EMAIL – futurechippenham@wiltshire.gov.uk

32651/A3/MAS/JB

12th March 2021

Dear Sir/Madam

REPRESENTATIONS TO THE FUTURE CHIPPENHAM CONSULTATION

We write on behalf of our Client, Gallagher Developments, in respect of their land interests at Land South of Pewsham, Chippenham ('the site' hereafter), which is being promoted through the Local Plan Review for residential development. We welcome the opportunity to respond to the Future Chippenham consultation on a potential distributor road in Chippenham.

We append a Concept Masterplan (**Appendix 1**) illustrating our Client's land interests in the context of the Preferred Development Site – Site 2 South Chippenham. We have responded to the recent Local Plan Review consultation emphasising the site's ability to deliver housing early in the Plan period. The Council's initial masterplan for Site 2 indicatively shows the potential distributor road running through our site. It is acknowledged that this is subject to this Future Chippenham consultation and a standalone planning application for the road, which is likely to come forward ahead of the Local Plan. Whilst the initial technical work we have undertaken suggests our site would not be reliant on the distributor road, we recognise the contribution it could make to the growth of the town and we therefore support it. Whilst we have comments around preferred routes and alignments, we want to be clear now that our masterplan will respond flexibly to the Council's preferred approach and the corridor will be safeguarded. We are producing a Vision Document which will set out more information around this.

To support these representations, we provide the following information:

- Concept Masterplan (Drwg No. 9400) – **Appendix 1**
- Eddisons Note on Proposed Amendments to Chippenham Distributor Road – March 2021 – **Appendix 2**

Land South of Pewsham, Chippenham

As shown on Appendix 1, the site adjoins the existing urban area and is immediately south of Pewsham Way, which provides a number of potential vehicular access points into the site. The site itself forms two parcels separated by an existing Public Right of Way, which the Council envisages will connect

the wider Preferred Development Site to Pewsham to the north. Pedestrian and cycle connectivity between the site and the existing town and other proposed developments will be central to our Client's approach.

Our initial plan has reconfigured some of the land uses shown in the Council's Local Plan consultation and has provided a safeguarded route for the distributor road towards the east of the site. For reasons we set out below, and in the enclosed note from Eddisons (**Appendix 2**), we consider positioning the road on the periphery of the site to be optimal. This would help to deliver housing in a sustainable location and manner in the early years of the Plan period, whilst providing additional funding for the road through developer contributions via Section 106 or Community Infrastructure Levy (CIL).

Future Chippenham Consultation



Extract from Map showing all road route options

As set out in the Public Consultation Leaflet, three potential road route options have been identified for the Future Chippenham distributor road: Option A: Outer route, Option B: Middle route, and Option C: Inner route. Options B and C traverse our Client's site, which is located in Zone 2. We provide answers below to questions included on the online consultation form pertinent to the site and its location in Zone 2, and the wider Preferred Development Site; Site 2 South Chippenham:

Question 7 – Please rank the three potential road route options into order of preference.

Question 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.

Question 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.

Question 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.

We are supportive of the potential new distributor road. However, we have some comments on the three options and their relationship to South Chippenham and the proposed allocation here within Zone 2. We set out below a single response to Questions 7-10.

Options B and C follow almost identical routes though the site. Option A does not pass through the site. We understand that Option A is likely to have more significant environmental impacts than Options B and C, and would be more costly given its length. It is also likely to provide the least connectivity. For this reason we consider Option A to be the least suitable, however, our Client would not object to Option A if this was the Council’s preferred route and it could be justified.

The success of the road will depend on its function and specification. Any road which is significant in size has the potential to create a car dominated route through a site if it is not considered carefully. This could run contrary to principles of good design and sustainability, including prioritising movement by means other than the car.

In addition, the current positioning of the overhead electricity cables, which run across the wider site, should have a bearing on the road’s route. As part of our Client’s land promotion, they will be negotiating with the electricity provider to ground the cables, providing a formal easement through the site. These grounded cables must be kept well away from new development and could be positioned within an accompanying grass verge to the potential new distributor road around the fringes of our Client’s site.

Options B and C appear to be more sustainable and viable when compared to Option A. Sequentially we would prefer Option B (Middle Route) for the reasons above, but we think either could be suitable with some minor revisions. In our view, the optimal route and alignment of the road would be one that runs around the periphery of our Client’s site. Within Appendix 2 of these representations Eddisons have indicated how this could be achieved for either Option B or C without materially increasing the road’s costs. This would help to deliver a more efficient residential layout which would present the best opportunity for achieving a good quality environment and well designed streets and public spaces.



Extract from Eddisons note at Appendix 2



Extract from Eddisons note at Appendix 2

Question 11 – Please rank the potential Pewsham link road options into order of preference.

Question 12 – Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Question 13 – Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

As above, we provide a single response to Questions 11-13 with a focus on the road's relationship with our Client's site as part of the wider Site 2 South Chippenham in Zone 2.

This question relates to the two proposed options for the link road connecting Pewsham Way to the distributor road. Both Link Options appear to traverse our Client's land. We would have no objection to one or both roads being proposed, providing the matters around good design principles noted above are considered.

We would also highlight the opportunity for access to be provided through our Client's site via a new spur from the roundabout at Pewsham Way / King Henry Drive. We anticipate this could deliver an access to an early phase of residential, and so this could provide an early link into the distributor road.

In summary, despite our position that our Client's site is not reliant on it, we support the distributor road and will adjust our proposals to align with the Council's preferred route. That being said, we consider an alternative solution for the road could facilitate a more attractive and successful sustainable urban extension to the south of Chippenham. As set out in the appended note, we consider minor tweaks to either Option B or C could be achieved without materially increasing costs. We trust these representations are helpful in setting this out and we would be happy to discuss this in more detail to ensure our proposals are consistent with the Council's. Should you require any further information please do not hesitate to contact me.

Yours sincerely



LAND AT PEWSHAM WAY, CHIPPENHAM (3319) PROPOSED AMENDMENTS TO CHIPPENHAM DISTRIBUTOR ROAD – MARCH 2021

Introduction

Eddisons have been instructed by Gallagher Developments to provide a formal response to the consultation of the proposed Chippenham Distributor Road and in particular its interaction with the various scheme options and a potential residential development site being promoted by Gallagher Developments as part of the emerging Wiltshire Local Plan.

Chippenham Distributor Road

The Chippenham Distributor Road (CDR) is being promoted by Wiltshire Council (WC) for three main reasons according to the 'Future Chippenham' document, these being as follows:

- It would directly unlock land to support much needed housing development.
- It would reduce traffic congestion in the town centre.
- It would improving connectivity and travel within and around the town.

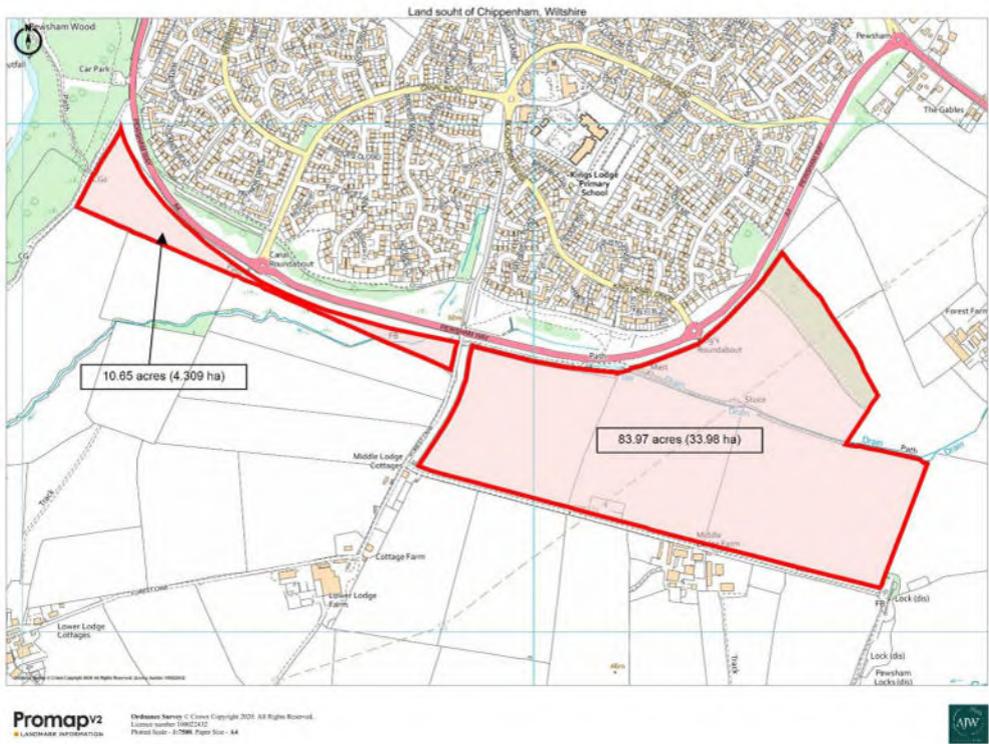
According to the document, these benefits would help underpin the future sustainable growth of Chippenham and increase opportunities for residents and businesses.

The three routes options are shown below.



Gallagher Developments' Site

The Gallagher Developments' site is located to the south of Pewsham Way and the site boundary is shown in the image below.



Potential Amendments to the CDR Route Options

We can confirm that Gallagher Developments wholeheartedly support the principle of the CDR and its aims and aspirations. Indeed all 3 route options, in our view, would be likely to serve the same purpose in reducing traffic congestion in the town centre, improving connectivity and travel within and around the town and would directly unlock land to support much needed housing development in the area.

Whilst Gallagher Developments have no particular issue with the proposed Route A, there are minor amendments that could be promoted to Routes B and C that would be beneficial to the scheme and certainly the latter aim of the CDR in terms of much needed housing development.

At present both Routes B and C cut across the south-eastern corner of Gallagher Developments' site as the route turns north towards and beyond London Road.

Our view is that the routes through this area could be amended to maximise the developable area at the Gallagher Developments' site without compromising the design, cost or land-take of the currently proposed alignments.

The amendment to Route B would be very straightforward in that the initial north-south section could be moved around 150 metres east to an alignment that runs just west of the existing field boundary to the Gallagher Developments' site. This should be able to be achieved easily within the current design and would allow a more efficient use of the Gallagher Developments' site without encroaching onto any additional land parcel.

This amendment is also highly unlikely to result in any material cost difference to the overall CDR scheme.

This amended Route B is shown indicatively on **Drawing Number 3319-F01**, enclosed with this note.

The amendment to Route C is similarly achievable. The main difference in this are between Routes B and C is the alignment around the existing buildings at the Chippenham Farm Sales site.

We are of the view that the Route C alignment could be relocated south of this site to run along a similar route to Route B to maximise the developable area of Gallagher Developments' site.

An alternative to this would be to keep Route C to the north of the Chippenham Farm Sales site and then moving the route closer to the southern boundary of the Gallagher Developments' site and then following the same amended alignment as we have shown earlier for Route B.

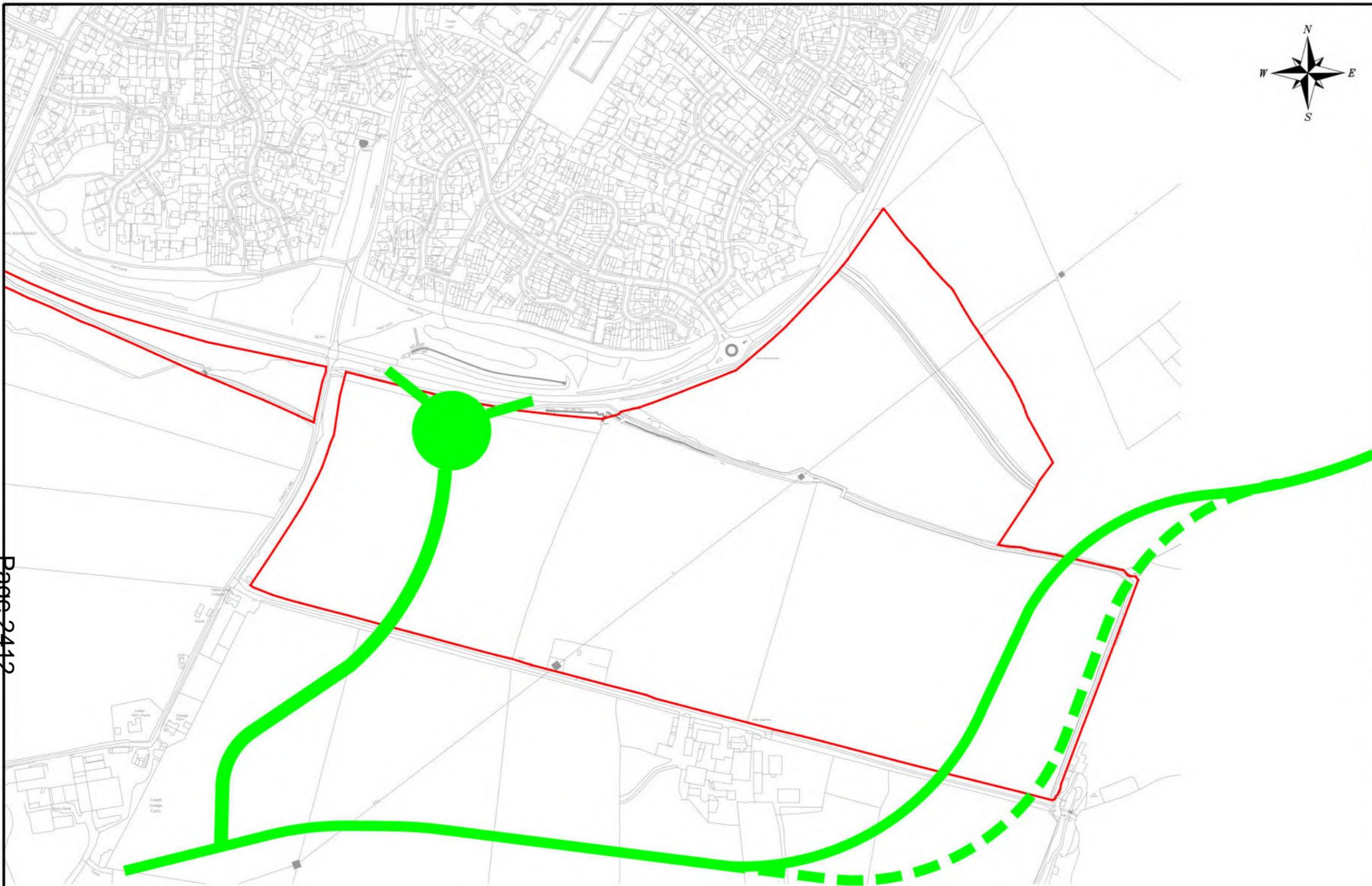
Again, this should not result in a materially increased cost and will not encroach onto any land parcels or landowners.

This amended Route C is shown indicatively on **Drawing Number 3319-F01**, enclosed with this note.

Summary

In conclusion, our clients, Gallagher Developments wholly support the principle of the CDR but would request that some minor amendments are made to the alignment of Routes B and C along a very short section of the route to maximise the efficiency of development within the area.

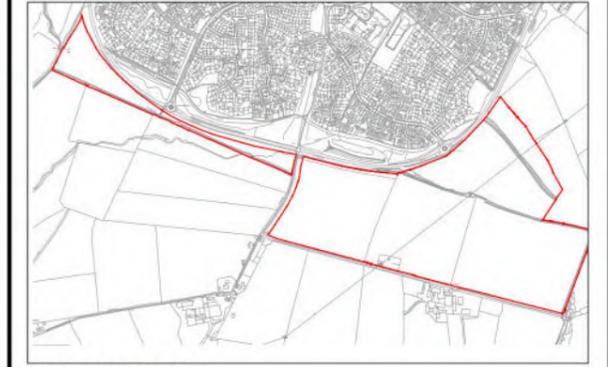
Encs – Drawing Number 3319-F01 and 3319-F02



NOTES
 THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
 THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- EXISTING OPTION B - MIDDLE ROUTE
- - - PROPOSED OPTION B - MIDDLE ROUTE

LOCAL AUTHORITY: WILTSHIRE COUNTY COUNCIL
 TOTAL AREA OF SITE: 38.29Ha



REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
GALLAGHER ESTATES

PROJECT:
SOUTH OF PEWSHAM, CHIPPENHAM

DRAWING TITLE:
PROPOSED OPTION B PLAN

SCALES:
1:10000 @ A3

DRAWN: CHECKED: DATE: **MAR 21**

Croft Transport Planning & Design
 340 Deansgate
 Manchester
 M3 4LY
 Email: info@crofts.co.uk
 Tel:
 Web: www.eddisons.com/services/transport-planning

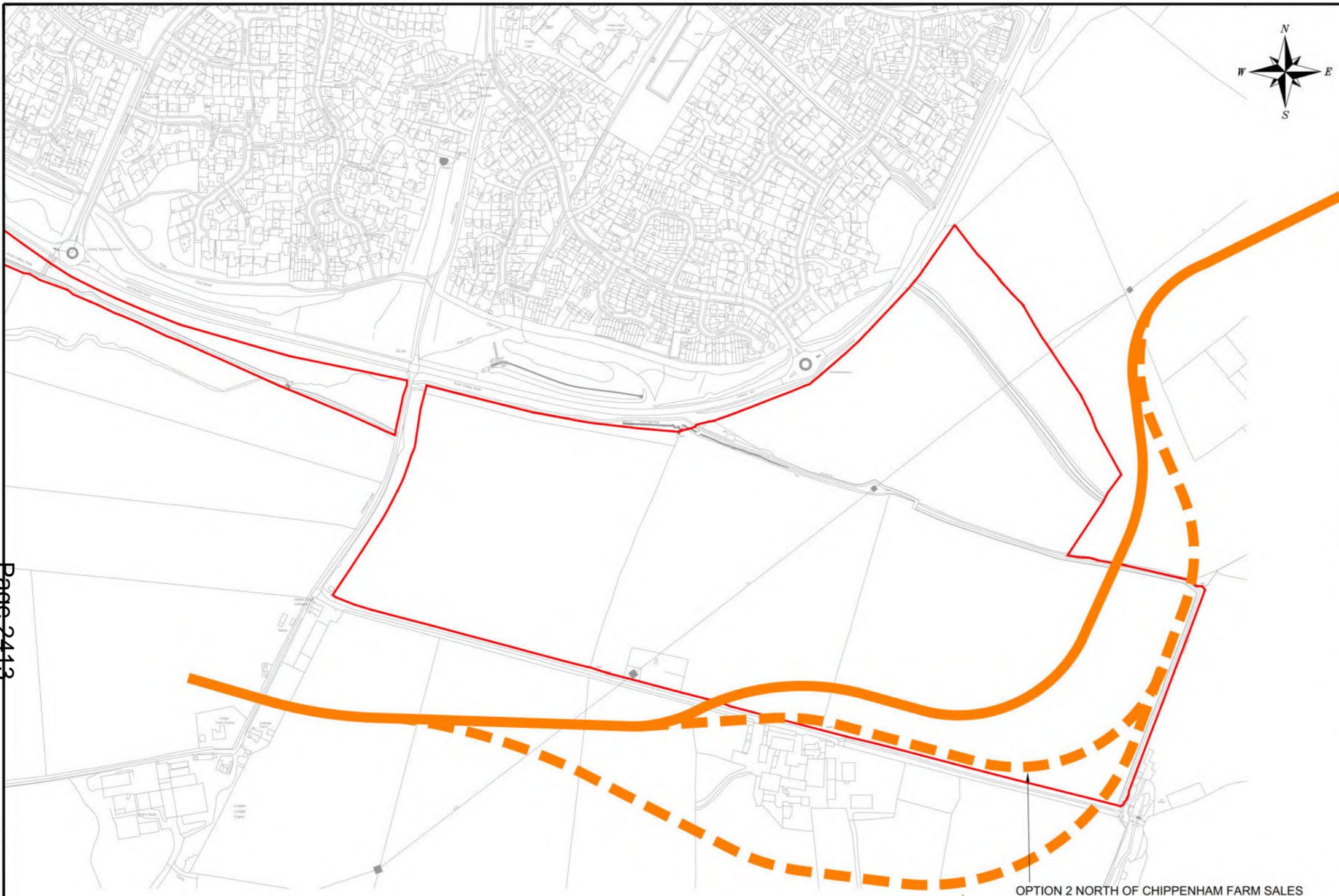
DRAWING NUMBER: **3319-F01** REVISION: **-**



NORTH SOUTH AERIAL VIEW



ALL ROUTES PLAN

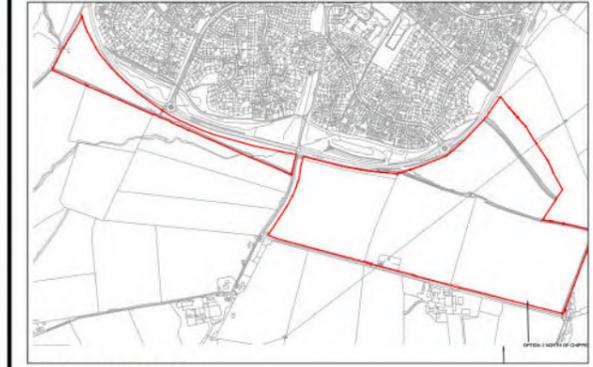


NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- EXISTING OPTION C - MIDDLE ROUTE
- - - PROPOSED OPTION C - MIDDLE ROUTE

LOCAL AUTHORITY: WILTSHIRE COUNTY COUNCIL
TOTAL AREA OF SITE: 38.29Ha



REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
GALLAGHER ESTATES

PROJECT:
SOUTH OF PEWSHAM, CHIPPENHAM

DRAWING TITLE:
PROPOSED OPTION C PLAN

SCALES:
1:10000 @ A3

DRAWN: CHECKED: DATE: **MAR 21**

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel:
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: **3319-F03** REVISION: **-**



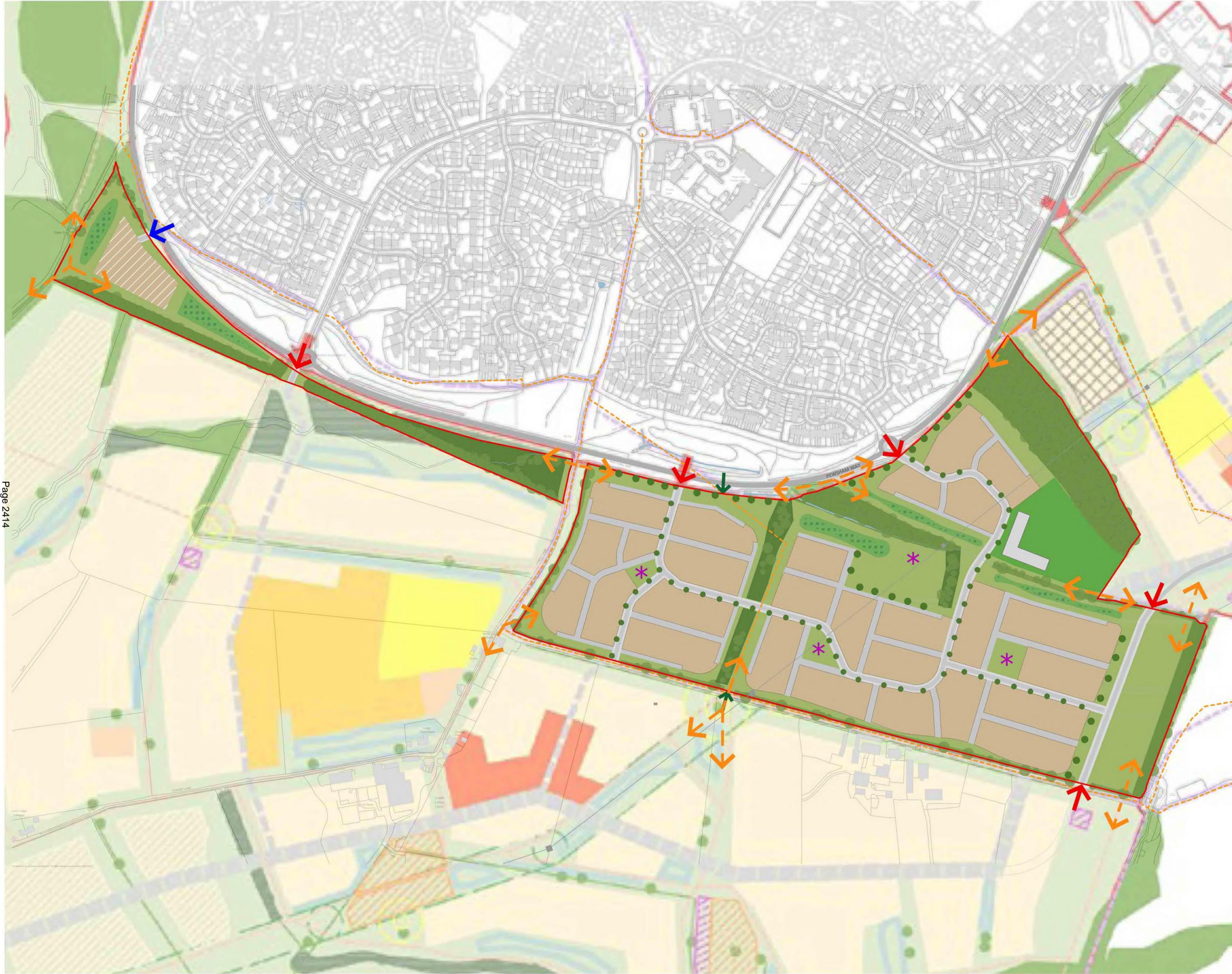
NORTH SOUTH AERIAL VIEW



ALL ROUTES PLAN

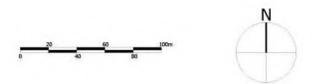
OPTION 1 SOUTH OF CHIPPENHAM FARM SALES

OPTION 2 NORTH OF CHIPPENHAM FARM SALES



NOTE:
 Wider masterplan land uses are consistent with Figure 6 Concept Map for Site 2 and 3 of the Draft Wiltshire Local Plan (Jan 2021)

Page 2414



Project
Land South of Pewsham

Drawing Title
Concept Masterplan

Date 04.03.21	Scale 1:2500@A1	Drawn by 	Check by 
Project No 32651	Drawing No 9400	Revision -	

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MSF 939

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Gleeson Strategic Land
- Q3. Which age bracket do you fall into?**
- Q4. Please let us know your post code.**
■■■ ■■■
- Q5. 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?**
The route of the link road must be deliverable;
- Q6. 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.**
The route of the link road must be deliverable and so must follow a route that enables it to be viably constructed. It must also be in the most appropriate location to unlock the associated development sites around the town and fit in with the masterplan for the urban extension
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option A - Outer route ; Option C - Inner route;
- Q8. 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.**
Within zone 2, the land to deliver the road in Option A falls outside of Gleeson's control, but if this is able to be used to facilitate development of the Gleeson parcel then this is acceptable. It also appears to be the most expensive option (due to its excessive length), so viability needs to be considered.
- Q9. 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.**
Within zone 2, Gleeson supports Option B as it appears to be the most sensible route. The road passes through land within Gleeson's control which will assist its delivery and assist connection of Gleeson's land to the road, whilst not taking up vast amounts of potential development land for road infrastructure. Gleeson would welcome the 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. We also note that this appears to be the route shown in the Wiltshire Local Plan consultation masterplan for Chippenham.
- However, we note that 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.

Q10. 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.

Option C, within zone 2, requires an excessive amount of land for a roundabout and junctions in the centre of the site which would be better utilised for housing. The location of the road in option B is a better route.

Prior to residential development coming forward, option C would also divide up the existing farm, making it hard to manage.

Given option C runs through the middle of land in Gleeson's control, provision of connections to the adjoining parcels is essential, and should be considered in consultation with Gleeson if this option is taken forward, to ensure the parcels are unlocked for development. This is particularly pertinent as this option may affect the potential for Gleeson to deliver an independent access onto the A4 London Road, if needed to deliver an early phase prior to the construction of the road, that would assist the council in its ambitions to deliver housing.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

We have no comment on the Pewsham Link options

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

We have no comment on the Pewsham Link options

Q14. How do you travel to/from Chippenham town centre?

Q15. Why do you travel to/from Chippenham town centre?

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

MSF 940

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 46-55 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; 1. Climate change impact and excessive scale of development in Chippenham 2. Impact on neighbouring villages/towns and unclassified roads;

Q6. 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.

All of the above assessment factors are important - but traffic congestion currently seems to be given too much weight over climate & quality of life issues.

People need to be able to/want to LIVE in Chippenham and enjoy it as a town in its natural and rural setting, not just functionally exist in an urban setting indistinguishable from anywhere else.

The road will inevitably facilitate a scale of development in East Chippenham that is not supported locally and not sustainable given the continued reliance on private transport and outcommuting. According to the 2011 Census, 64% of people travelling to work from Chippenham out-commute, while the remaining 36% of people live and work in the town. This figure is assumed to be reduced to 46% outcommuting on the assumption that a significant employment would be provided on the Future Chippenham but at this stage there is nothing to validate this assumption. The local plan review allocation of employment land, at benchmark employment densities, does not suggest this step change in the level of employment containment. Employment within Chippenham is unlikely to keep pace with the scale of development (as in Calne for example) and outcommuting to Swindon, Bath and Bristol and beyond will continue/grow.

A serious public transport infrastructure and employment response is required more than a housing and transport response.

Development on the scale proposed and facilitated by the road will be massively detrimental from a climate change standpoint based on the county's largest source of emission - as well as detrimental in many other community respects. The benefits can be achieved at a more proportionate scale.

This has featured in my response to the Local plan.

Q7. Please rank the three potential road route options into order of preference.

Option C - Inner route; Option B - Middle route; Option A - Outer route ;

Q8. 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.

Overall, the outer route would cause irreparable damage to the rural setting in terms of route and landscape impact and loss of amenity

It would require the most damaging infrastructure in terms of river crossings and cost more , at a time when public finances will be stretched over the medium/long term historic levels by the pandemic response. Even without that, the additional costs of this option could be put to better socio-economic investment use.

Q9. 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.

Option B is preferred in zone 1, broadly for reasons stated in the PEAOR.

Q10. 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.

Option C is preferred in Zone 2 in general as per the PEAOR report; and in zones 3/4 because of its reduced landscape impact from surrounding villages and its reduced impact on the amenity of users of the north river cycle route from Chippenham and Calne directions.

Pending the outcome of some of the questions addressed by the Local plan review (eg housing north of the cycle route) it may also align better with the development uses in that area.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

Q14. How do you travel to/from Chippenham town centre?

Car;

Q15. Why do you travel to/from Chippenham town centre?

As part of my commute to/from work;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 941

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

I'd rather not say

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

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; Reducing 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; Not building the link road at all.;

Q6. 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.

Wiltshire Council are being disingenuous by not linking the potential distributor road to the Site Selection Report Local Plan. and also the Rawlings Farm housing development. Clearly there would be no need for another road without the future housing proposals. The arguments are circular - houses need a road to access, a road needs houses to support building and use. Houses need (local) employment to restrict out-commuting.

All the options run from Rawlings Green and over the railway. Planning permission for Rawlings Green (15/12351/OUT) was given on the proviso that the developer fund the construction of the railway bridge (15/11886/FUL) and can only build 200 houses before said railway bridge is constructed and available to use to build the remaining houses. Access restricted to these first 200 houses through the Station Hill/Cocklebury Road entrance.

Financing the link road with the £75m government grant potentiall allows the developer to avoid paying for this bridge, in addition opening up swathes of countryside for more houses: no need justified for an additional huge developments contrary to the Vision for Chippenham Neighbour hood Plan, using good farming land (much owned by Wiltshire Council), increasing flooding risk throughout Chippenham and the Avon Valley, though especially in areas 506B and 455, increasing, accelerating climate change by increasing the carbon footprint with additional road(s) and houses. No mention of the conflict of interest within Wiltshire Council as landowners and developers.

Wiltshire Council clearly recognise that Chippenham's existing infrastructure is inadequate to cope with such huge increases in housebuilding in promoting the new

distributor road, including rail and river crossings. Other local communities will also "merge" into Chippenham losing their unique identities.

In terms of employment opportunities, Wiltshire Council has a poor record, especially in the proposals for the new road and rail bridge, where the proposed new road would have split their site, potentially affecting the expansion plans of possibly Chippenham's largest employer - not a good look when trying to attract employers to Chippenham.

Q7. Please rank the three potential road route options into order of preference.

Q8. 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.

Don't build the road at all.

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.

Any road here would impact on flooding in Chippenham, including Monkton Park.

Q9. 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.

Don't build the road at all.

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.

Any road here would impact on flooding in Chippenham, including Monkton Park.

Q10. 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.

Don't build the road at all.

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.

Any road here would impact on flooding in Chippenham, including Monkton Park.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Don't build the road at all. Any route ruins the Avon Valley and some runs through Chippenham Borough Lands Charity lands.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Don't build the road at all. Any route ruins the Avon Valley and some runs through Chippenham Borough Lands Charity lands.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For shopping, leisure and social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 942

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Not building a distributor or link road.;
- Q6. 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.**
A new distributor and link road are not necessary. The infilling with houses and the destruction of valuable farmland and wildlife habitat that will follow is sheer madness. In this time of climate change this is the last thing that Chippenham needs.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
This route would be hugely damaging to the environment.
- Q9. 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.**
This route would increase greenhouse emissions.
- Q10. 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.**
This route would have a damaging impact on the local wildlife.
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
On foot;

Q15. Why do you travel to/from Chippenham town centre?

To visit the shops;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Walking;

MSF 943

Q1. Are you responding as an individual or on behalf of a business or organisation?

As an individual

Q2. If you are responding on behalf of a business or organisation, please tell us which one.

Q3. Which age bracket do you fall into?

Between 56-65 years old

Q4. Please let us know your post code.

■■■■ ■■■■

Q5. 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?

Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;

Q6. 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.

Wiltshire's climate change agenda, carbon neutral by 2030, declaration of a climate emergency and environment and biodiversity protection are completely in opposition to the proposed road. The road will create more traffic on this side of Chippenham, air pollution and loss of valuable green spaces that will then be filled with yet more hard development.

I am opposed to any road option.

As consultation document:

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.

I am opposed to any new roads around Chippenham. Where is the need with the A350 already bypassing this small market town? You would be constructing this road over prime agricultural land and adding more cars and pollution. Is this for Chippenham to take people away rather than into the town.

What employment opportunities?

What congestion?

What distance?

How is this advantageous to those who have inequalities in health and social wellbeing? They probably can't afford a car or one of the new houses. They need the right infrastructure, bus and train links, healthcare, social care, adaptable housing, education, elderly care.

Budget of at least £88.5-120 million could be much better allocated and would negate the need for the £75 million grant for property development infrastructure.

How does this meet your climate change strategy, declaration of a climate emergency, carbon zero target and environmental and biodiversity strategy that you have a duty to deliver sustainably and properly for the Chippenham and surrounding communities?

This will be the precursor to more development and infill across green spaces. This is the real reason for the road proposal. What is the evidence? Please provide the references and content.

- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For shopping, why isnt that an option above??? For the transport link - rail, which ran out of funding and should be prioritised.;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 944

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
I'd rather not say
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
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;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option C - Inner route;Option B - Middle route;Option A - Outer route ;
- Q8. 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.**
The route is longer and more visually intrusive than necessary to support the level of development. It therefore fails all considerations listed in #5.
Housing is zone 4 should not be provided - it only spoils more of the productive countryside.
- Q9. 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.**
The route is longer and more visually intrusive than necessary to support the level of development. It fails all considerations listed in #5.

Zone 4 should not be developed in order to save more productive countryside.
- Q10. 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.**
This option is the least bad of your selection. The whole scheme is wasteful of resources both in the construction and in the excessive green areas planned into the scheme - basically because the development of zones 1 to 4 is a new road looking for justification rather than a well designed and efficient provision of new homes. Because this is a road scheme with piecemeal related developments planned for building in the period up until 2046 the whole area will not be finished and

presentable for 25 years. The currently productive and maintained fields will need to be looked after during this period and in perpetuity and this will be costly. Unless the Council provides for this the whole area could become unkempt and unworked. Any developer contributions will surely be spent in maintenance rather than enhancements elsewhere in the town as promised when justifying this scheme.

Q11. Please rank the potential Pewsham link road options into order of preference.
Pewsham Link Option 1;Pewsham Link Option 3;

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

This is not actually an option as it is tied to a specific route.

Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

This is not actually an option as it is tied to a specific route.

Q14. How do you travel to/from Chippenham town centre?

On foot;

Q15. Why do you travel to/from Chippenham town centre?

All shopping, transport and town facilities (inc leisure/social);

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Not applicable - I do not travel to/from Chippenham as part of a commute for work;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Train;

MSF 945

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
On behalf of a business or organisation
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Chippenham Angling Club
- Q3. Which age bracket do you fall into?**
- Q4. Please let us know your post code.**
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Easing traffic congestion and improving journey times;Reducing air/noise pollution;Protecting and enhancing biodiversity e.g. animal and plant habitats;Protecting and enhancing landscape and visual amenity;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option A - Outer route ;Option B - Middle route;Option C - Inner route;
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 1;Pewsham Link Option 3;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
to go fishing on the river ;

Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

Car;

Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

Car;

MSF 946

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Protecting and enhancing biodiversity e.g. animal and plant habitats; Protecting and enhancing landscape and visual amenity; Preserving and protecting heritage assets; protecting arable land for future generations who will definitely need it after climate change gradually nullifies food imports;
- Q6. 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.**
There has already been a disproportionate amount of urban sprawl in this area. Arable land which is particularly good and fertile in this area, is too valuable as a long term asset to frivolously squander as a short term fix to the alleged housing shortage. Additionally, since the pandemic and the uptake of home working, the Londoncentric commuter belt, which includes Chippenham, is and will become increasingly less relevant
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;
-

MSF946 (cont.)

Hello I am local in the Chippenham area and have witnessed first hand, the wholesale destruction of the local area through excessive urban sprawl. Since the pandemic, it is evident that the days are numbered for this area as a busy London centric commuter belt.. There is already a disproportionate over build in the area so it's all about money and backhanders. What the local councils and country should be doing is preserving our most valuable asset, the fertile greenbelt. Have you forgotten about global warming and the fact that we will need to grow most of our own food during our children's lifetime or are you just a bunch of I'm alright Jack idiots of limited intelligence?

MSF 947

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
Two Submissions: These comments are on behalf of both Myself and my Wife.
(Rep2)
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Easing traffic congestion and improving journey times;Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians;Climate change adaptation/mitigation;Reducing 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;COST & VALUE;
- Q6. 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.**
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route;Option A - Outer route ;Option C - Inner route;
- Q8. 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.**
2nd Choice, but generally too long and invasive? Probably most expensive and the longest bridge section at Stowell/Lackham?
- Q9. 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.**
Sensible room allowed for later/future housing/development 'infill' - too little in Option A - too much in Option C.

We support proposals to assist the Wilts & Berks Canal access, etc. Question a 'staggered junction/traffic lights?? at A4 (Zone 2). Why not a Roundabout? Consider use of short section of Inner Route C for this A4 link - Zone 2. Presumably ALL Footpaths & Cycle Routes will be maintained, whichever Option is chosen.

- Q10. 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.**
Insufficient room for longer term/future housing & work places? Sports Ground mitigation costs & vicinity. Why the extra roundabout and deviation at Stowell Zone 1; cost, etc? Why doesn't it link into the existing A350 Roundabout as for both other Options?
- Q11. Please rank the potential Pewsham link road options into order of preference.**
Pewsham Link Option 3;Pewsham Link Option 1;
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
No real objections, but not an available Option for Bypass Routes A & B.
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
Only Option for Outer and Middle Routes A & B.
- Q14. How do you travel to/from Chippenham town centre?**
On foot;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements;Shopping & Banking;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Walking;

MSF 948

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Easing traffic congestion and improving journey times; Protecting and enhancing landscape and visual amenity; Divert traffic from town centre
- Q6. 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.**
Prime concern is to remove through traffic from the centre of the town and Avenue La Flesh.
- Q7. Please rank the three potential road route options into order of preference.**
Option B - Middle route; Option C - Inner route; Option A - Outer route
- Q8. 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.**
Option A extends Chippenham far too far to the east.
- Q9. 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.**
Option B is a practical compromise between Option A and C.
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
Accept recommendations of Wilts Council Highways Dept.

- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Car;
- Q15. Why do you travel to/from Chippenham town centre?**
For leisure/social engagements; Shopping & medical requirements;
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**
Car;

MSF 949

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Between 56-65 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
I cannot give my preferred option on the distributor and link roads until the outcome of the local plan has been decided and so at this time I object to the proposal as put forward by Future Chippenham. As a resident of Stanley Lane I hope that if the road is proved necessary Future Chippenham will be able to answer basic questions on the practicality of the plans before we have to make any decisions.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**

- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 950

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
- Q6. 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.**
- I object to the proposal of the distributor and link roads until the outcome of the local plan has been decided as it may be proved to be an unnecessary folly, far too expensive for these times of hardship we will be undoubtedly facing due to Covid.
- I object to this local plan as I do not believe there is the employment need in Chippenham for this large number of houses and infrastructure that goes with it. Chippenham would become a complete commuter town as a result. Businesses have been turned away in the past stunting Chippenham's natural growth due to shortsightedness. If this plan was to go ahead, it would, with the necessary infrastructure carve up the insufficient cycleways and footpaths we have in Chippenham which enable us to enjoy the countryside that a small town offers.
- With the current climate I fail to see how any of this is achievable or necessary with the large deficit the country is facing which will undoubtedly affect us hugely locally and it would not be a good time to take up loans of £75,000,000 which we may or may not have to pay back.
- As for answering specific questions on a draft of an urban sprawl this is quite beyond me as I have not yet undertaken the training to be a town planner and am wondering how may have!
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**

- Q9. 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.**
- Q10. 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.**
- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
- Q15. Why do you travel to/from Chippenham town centre?**
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

MSF 951

- Q1. Are you responding as an individual or on behalf of a business or organisation?**
As an individual
- Q2. If you are responding on behalf of a business or organisation, please tell us which one.**
- Q3. Which age bracket do you fall into?**
Over 66 years old
- Q4. Please let us know your post code.**
■■■■ ■■■■
- Q5. 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?**
Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians; Climate change adaptation/mitigation; Reducing 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;
- Q6. 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.**
All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.
Because of all the extra cars that will arrive due to the 7500 new houses this road will just serve them and will not alleviate any traffic congestion in Chippenham. It will probably worsen congestion and air pollution in Chippenham and the surrounding areas.
All of the road options and the enormous amount of additional housing will concrete over farm land and therefore the farmers will not be producing food at a time when we require more home grown food produced in England.
The Environmental impact, the Traffic impact and the additional Greenhouse Gas emissions will be extremely damaging to our environment and our future generations.
- Q7. Please rank the three potential road route options into order of preference.**
- Q8. 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.**
- Q9. 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.**
- Q10. 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.**
All zones - Option C is the option that is least damaging to the open farm land and the surrounding villages.

- Q11. Please rank the potential Pewsham link road options into order of preference.**
- Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.**
- Q13. Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.**
- Q14. How do you travel to/from Chippenham town centre?**
Bus;
- Q15. Why do you travel to/from Chippenham town centre?**
for shopping - I use bus and car when public transport unavailable
- Q16. If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?**
Not applicable - I do not travel to/from Chippenham as part of a commute for work;
- Q17. If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?**

EL1

Respondent type: Individual

I think destroying farm land when we should be producing as much as we can to reduce importing food and help with exports.

The people of Chippenham also need the area for walking, running or walking dogs because it helps to reduce stress and helps people relax which helps with mental health.

The people in Chippenham have been though a lot this year with the lockdowns and losing this land doesn't help.

Also I think the people of Chippenham were misled when we were told the council would be given the money for the road.

Under the circumstances I think the only choice the council has is to reject the proposal.

EL2

Respondent type: Individual

To Wiltshire Council Leadership namely Mr Whitehead & Senior Stooges, Just so we are clear, it's the biggest 'NO' ever, for your proposed Local Plan and HIF bid! Your behaviour demonstrated so far regarding the HIF bid and Local Plan, aptly sums up 'What bad looks like' from a public body, charged with looking after the interests of the residents who fund it.

From the off, underhand tactic's and behaviour have been deployed by you since the moments the HIF bid was trumpeted in the local Gazette & Herald. I encountered early on, via the Council's publicly paid for Propaganda Team, WCC's scripted rhetoric of 'The relief road benefits for Chippenham blah blah blah..... No mention when this was being enthused to me, that such a road would be conditional on WCC bulldozing through support for a new Local Plan containing an unwarranted 7,500 homes, which would totally devastate the entire Marden Valley, alongside actually increasing traffic by circa 15,000 cars, from the 7,500 new houses! You have now admitted the HIF bid does not deliver a relief road, it's a distributor / service road, so a single carriageway, 30 mph (possible 20 mph in places) to enable all manner of private and commercial vehicle to access and exit a development, which will be approximately 20% the size of Bath! The out commute from such an 'bolt on' town would be massive, c67% of the working homeowners!

Question. If you were driving from the Chippenham Morrison's Roundabout to the Lackham roundabout, which route would the vast majority of fair-minded drivers take? Yes correct, via our newly improved A350. Would anyone seriously consider completing the above journey by driving via the roads within Cepen Park North & South? I think not, yet this is exactly what the Distributor road is likely to resemble.

Therefore what you are actually proposing / scheming is:-

- To build 7,500 houses and a distributor road that turn the Marden Valley, along with 3 Farms which contain top grade soil, and which we the public actually own, not WCC, into 'ground zero'.
- Significantly add to the traffic and infrastructure issues of Chippenham.
- Fund the building of a distributor road, which will be akin to the roads within Cepen Park using a £75m grant from the Government.
- Over build by an excess of 5,000 homes in Chippenham, when compared to the accurately calculated central housing demand figures for Chippenham.
- Claim that the 5000 homes overbuild is justified based on "projections and predictions" for housing need over 2 Local Plan periods, which takes us beyond 2046. You have not been charged with doing this for all the right reasons. No one can see that far ahead in terms of quantifiable housing need, certainly WCC are not capable such, you've just taken out the cycle lane in Chippenham's Bristol Roads that's been in for less than a years but was installed against under much public scepticism, but justified by WCC's usage predictions!
- In overbuilding in Chippenham will stifle the actual development needs and opportunities for other towns and villages in Wiltshire, where they need to build homes at sustainable levels to keep and attract the working age population and businesses.
- The Council Infrastructure Levey (CIL) on the proposes 7,500 new homes won't / can't be fully spent in Chippenham, and WCC know this. Therefore Chippenham's key infrastructure and additional funding requirements that 7,500 additional homes would require, far from receiving the CIL bounty will be underfunded, with part of the CIL payment going to towns who have not have not suffered a 'ground zero' development!

Does the council truly believe the £75m grant for the 'Cepen Park esque' distributor road is free? It is not. It is of course a zero-sum game at best, which will be paid for via a combination of council tax increases and central government budgets cuts to Wiltshire as a whole. There is no magic pot of money.

WCC has badly misjudged public opinion on this, due to not doing what they should have done, and have a genuine consultation. Something else is clearly in play which is driving this dysfunctional WCC behaviour for the un-needed housing over development and distributor road.

WCC have not only mislead the public, but also an elected public figure. Michelle Donelan,

Chippenham's current Conservative MP, was an easy target and clearly duped into offering her fully support in the early stages, which has now irrevocably damaged her reputation. Many others saw through this deception from the start, including the excellent James Gray Conservative MP, a small number of Chippenham Town Councillors, including Dr Nick Murry (thankfully almost 100% of CTC have turned fully against this) and Calne's Labour MP John Boaler has called this scheme out for what it actually is. Last but not least, the overwhelming majority of Chippenham and Calne residents who have seen through these shenanigans do not want this for all the right reasons. WCC, it's now time to do the right thing so far as this is concerned, back to the drawing board and develop a genuine sustainable plan along building something which is equally as vital. Credibility. The Leadership of WCC has badly damaged its standing and integrity in the eyes of the public it is there to serve. Local election are very soon, 6th May, I suspect candidates who are 100% against this debacle will do rather well. They will certainly get my vote.

EL3

Respondent type: Individual

An Absolute No.

I wrote earlier this week in regards to the proposed development and the ridiculous suggestion of 7500 house to the east of Chippenham.

I, like the vast majority of Chippenham residence, who have seen thought the total dysfunction employed by Mr Whitehead and his management Team in regards to the HIF bid and road construction as be the recently touted spin, are totally opposed to it.

The proposal is completely back to front and should never have been tabled, as its dependent of the agreement of 7500 new homes in addition to the thousands already agreed for Chippenham, which is completely unjustified.

There needs to be an independent enquiry into this WCC led debacle, as part of a process of re-building trust within a Council who's primary role to look after the interests of the public they are employed to serve.

Thank you for the below, just to clarify I object and do not support the HIF / road proposal, if this makes any difference to how my below is register please ensure it is counted alongside all others who are not in favour.

EL4

Respondent type: Individual

In the consultation document why is there not an option 'for no road at all'.

It is hugely condescending to assume that a road is required without even asking the local population whether or not they want one.

Please re-issue the consultation with a 'no road option' included.

I don't really care if the government has made £75 million pounds available . The council does not have to spend it in this hugely damaging way.

I Guarantee I will not be voting for this road if I have the slightest opportunity to do so.

EL5

Respondent type: Individual

I am totally against any Roads or Housing/ Constructional developments in the green field area around Lacock and Chippenham:

For the following reasons:

1. Chippenham is a market town and not a city; it will turn it into an even bigger commuter town, with even more congestion.
2. Increase already poor air quality in and around Lacock and Chippenham.
3. Massively increase greenhouse gas emissions as a result of the additional traffic.
4. Have an adverse impact on the health and premature deaths as a result of air pollution.
5. Increase flood risk in downstream Chippenham, Lacock and beyond.
6. Destroy the wildlife corridor and biodiversity along the River Avon and Marden valley.
7. Destroy good quality farmland needed to stop our reliance on other countries for food supply, including the loss of county farms.
8. Destroy valuable, unspoiled river landscapes and their public amenity value

EL6

Respondent type: Individual

Note: Original iteration (admittedly hurried email!) sent to Michelle Donelan MP and Clare Cape (Wiltshire County Councillor). Reviewed 12/03/2021.

I have lived in Chippenham for 30 years and have never found myself spurred into voicing concern over local developments affecting my locale until now.

I first became aware of the proposed feeder road when walking along the disused Chippenham to Calne railway and I saw a sign detailing the proposal which would result in loss of what is currently productive farmland and the building of 7,500 homes on the surrounding land as well as large and costly viaducts, causeways, and bridges across the flood plains of the Avon and Marden rivers.

I have not completed the online consultation form as that asks me to simply rank the three proposed road options with no option to disagree with the extent of the proposed route.

Post COVID

The documentation states impact of COVID on this and by extraction many other schemes have yet to be determined. However, it is clear to me that economic and social effects of the pandemic have and will continue to drastically change how and where people live, and work and I believe many of those changes such as working from home, will become permanent. There is no guarantee life will return to anything like it was before, and I would be incredibly surprised if it did. There will be increases in working from home where possible, less need for people to commute to an office or other place of work and sadly a fundamentally changed high street where unless councils do something radical to regenerate town centres following the many store closures, they will die under pressure of increased rent and rates and fundamentally lower footfall.

Reduction in requirements for office and retail stock may present opportunities for larger towns and cities to repurpose redundant building stock to residential or other use. That alone could drastically change the context and scope of this proposal.

Scale of the Proposed Road and Associated Development

The online form asks me to rank the three proposed routes which I simply cannot do.

The proposed section from the A4 to Rawlings Green is where I have the issue and objection.

I accept we need a route for traffic to avoid the town centre and Pewsham Way/Avenue La Fleche, so the road from A350 to A4 is I accept unfortunately, inevitable.

The associated proposal for an additional 7,500 homes to be built (although I could not see how many of those would be on the A350 to A4 section and how many on the A4 to Rawlings Green section). In my opinion 7,500 is simply too many.

To put the proposal into context, an additional 7,500 households is an additional 18,000 residents (assuming an average 2.4 people per household). The estimated population in 2018 (Wikipedia) was 45,620. The proposal will be to increase the population by just under 40%.

It is not entirely clear what the additional 18,000 people are going to do other than live in Chippenham or whatever the new proposed suburbs are to be called. Local Chippenham employment is unlikely to change much from where it is now, so they are likely to work elsewhere and commute with an unknown percentage working from home post COVID.

There is currently limited employment in Chippenham. As far as I can see there is nothing in the proposal detailing what any additional employment opportunities proposed for Chippenham would be so I must assume Chippenham will continue to be a dormitory town for other centres such as Swindon, Bath and Bristol.

The implication is if people are going to commute to these centres then use of train travel from Chippenham is likely to increase. The report states roads in Chippenham town centre and the station are at the heart of a convoluted and narrow road system. This is true. There are obvious choke points on the route to and from the railway station and the feeder road will do nothing other than feed more traffic into these choke points if people drive to Chippenham railway station. Parking may also become an issue depending on the level of increased demand.

I cannot comment on bus transport as it is not something that I have much recent experience of. All I can say is despite living on the Pewsham Estate, my nearest bus stop to get to the railway station is a mile from my home. Not something that was practical if I were to carry my

work bag along with a change of clothing and footwear.

Increasing numbers of buses from the new areas could make more people travel by bus and fewer by car but I would argue that if people have the availability and convenience of their own transport, they will not use buses – especially if they combine commuting with shopping.

Out of town retail outlets (B&Q, Sainsbury, Morrison, petrol stations) are all located on the west side of town. Other facilities (Chippenham Hospital minor injuries, fast food outlets, places of worship) are all (except for the new Lidl being built on the site of the Magistrates Court) on existing congested local roads. Increased demand may encourage retailers to build new/expand existing sites, but some existing sites are at capacity now and an additional 40% mean they will have to build new larger premises which may not be possible on their existing sites.

Another concern I have is utilities. Electricity, gas and telephony are relatively simple to build additional capacity, but sewerage and water are an issue. My understanding is Chippenham Sewage Treatment Works is at operational capacity on the current site and cannot be expanded. It might also be interesting trying to sell homes with a prime view over them! I believe water is sourced locally from boreholes and increasing the take will have effects on the water table and local flora and fauna. Witness the damage done to the River Kennet to supply Swindon as an example.

These issues apply to whatever level of additional homes are proposed but if the road and development go from the A4 to Rawlings Green you start building firstly on productive farmland and secondly across flood plains of the Rivers Avon and Marden. Obviously building causeways and bridges is awfully expensive and, during construction would create a huge amount of road traffic bringing materials in.

Given the governments stated current pressure on public finances, I also think we need to look at whether we can afford some of this proposal. Not a political point but I would rather some of the costs from this and other proposals were allocated to giving NHS staff recognition for the efforts they have made during the COVID pandemic.

Conclusion

I think this scheme, like many others through history has not been approached holistically. The approach seems to be to build it and things like facilities, retail and utilities will follow.

The scale of this proposed feeder road with its associated development means increasing the size of Chippenham by almost 40%. That is simply too much given the limitations of current local facilities, retail, and utilities.

As far as I am concerned, local Councils and government should be concentrating on looking at ways to reduce the need for people to commute in the first place. Do we want people to be predominantly driving to and from Swindon (like I did for 30 years) – in a word no. If 30 years ago I had the opportunity to not commute, I would have done so but society and working was different then.

Do we want to build on productive farmland, covering it with concrete and tarmac? Again, I would say no. We should be working to preserve our countryside – it is the lungs of the country and must be protected. There are alternatives to building on greenfield sites and they should be exhausted before looking at greenfield.

The post-COVID world has given us a chance to review how we work and live – and that opportunity needs to be exploited. That includes looking at town centre office and retail use. Please do not waste that opportunity.

If people are working in Chippenham, I accept we need to provide housing but if people are working in Swindon, Bath or Bristol then housing should be available in those locations, so we stop people commuting to and from work.

Finally, I want to say I understand the need to create a bypass for Chippenham, but the scale and appropriateness of this proposed development is a something I strongly object to.

I accept the link between the A350 at Lackham across to the A4 is necessary and logical, but the second section from the A4 behind Stanley Park is a major step too much.

EL7

Respondent type: Individual

I am totally against any Roads or Housing/ Constructional developments in the green field area around Lacock and Chippenham:

For the following reasons:

1. Chippenham is a market town and not a city; it will turn it into an even bigger commuter town, with even more congestion.
2. Increase already poor air quality in and around Lacock and Chippenham.
3. Massively increase greenhouse gas emissions as a result of the additional traffic.
4. Have an adverse impact on the health and premature deaths as a result of air pollution.
5. Increase flood risk in downstream Chippenham, Lacock and beyond.
6. Destroy the wildlife corridor and biodiversity along the River Avon and Marden valley.
7. Destroy good quality farmland needed to stop our reliance on other countries for food supply, including the loss of county farms.
8. Destroy valuable, unspoiled river landscapes and their public amenity value

EL8

Respondent type: Individual

Please do not build any of these options, I vote for option D do not build at all we should not be losing anymore countryside

EL9

Respondent type: Individual

No to any new road plans in Chippenham.

In 2019 the UK Government declared Climate Change a state of Emergency.

It made it a responsibility of local councils to look at sustainable development.

All routes (A,B,C) are carving up precious land that should be REWILDED for the sustainable future for future generations.

Have any of you watched David Attenborough's latest film, his statement to the world? We should be reducing our carbon footprint and encouraging future generations to reduce the population, rewilding so future generations will thrive on our planet. Any new road will encourage transport and neglect the long term needs of the earth and future generation needs.

After the pandemic many companies have seen the benefits of people working from home and we should be encouraging this concept. We should be developing our rewilding both forests and meadows for communities to enjoy. Allowing flora and fauna to develop not cutting up their habitat.

The Consultation form that you have offered the members of the public to complete does not allow individuals to opt for no road. This is not a fair consultation. It only allows you to put one of the 3 roads in. The best of a bad job! Then you will be able to report the percentage of people opted for which ever road gets more votes.

This road is not sustainable development as outlined in the governments Climate Change state of emergency 2019, it is a sly way of opening up land to build houses on not for the benefit of local people but for money making.

For the sake of our planet and future generations we should be reducing carbon emissions and using this money for better cycle ways etc.

The land the council own should go to farming or rewilding.

In a time where our country have been gripped with the Pandemic and we do not know what our communities and businesses will look like, you are purposing to slow a road to open up land to build, taking away land that should be left for the health of the local community.

EL10

Respondent type: Individual

Why build any more roads or houses ? With Global Warming, Wiltshire should not be encouraging more car traffic. Building houses and roads cause more CO2 pollution. The council should be investing in better housing insulation.

Build more flats near public transport and discourage increased car traffic. More houses on the outskirts of Chippenham away from any major hospital is a short sighted plan. With new viruses and global warming, we need more footpaths and cycle routes and not new feeder roads for houses with more cars.

EL11

Respondent type: Individual

I wish to object to the plans to construct a road through the Avon and Marden Valley east of Chippenham.

Currently, this valley forms a much valued green space between the urban development of Chippenham and the surrounding countryside and villages. This fulfills the concept of a Green Belt. It is also valuable agricultural land, too much of which has already been lost in Wiltshire. The road would destroy the landscape value of this valley and contribute to noise and light pollution.

Roads provide barriers to the movement of wildlife. Thus building this would be against the recommendations in the Lawton 2010 report Making Space for Nature.

Also, once built, this road could facilitate the building of even more houses, thus leading to the loss of yet more agricultural land and valuable wildlife habitats.

How would this road fit in with the needs of the climate emergency?

EL12

Respondent type: Individual

Utter madness. Utter madness. What planet does the planners want to live on? Destroy wildlife and green spaces. Destroy our Town. Destroy our planet.

EL13

Respondent type: Individual

I Strongly object to these proposals. Does anyone on the Committee making these decisions/ proposals actually live anywhere near Chippenham!!!!

We are already having to live with the Consequences of a Massive White Elephant inflicted on our doorstep (Big ugly overly lit up Car Park. Brilliant for Stunt Biking Skate boarding, Weed Smoking get together) Are we the residents of Chippenham so insignificant, we perhaps may not appreciate or deserve to have some natural beauty & green space around us.

EL14

Respondent type: Individual

I am writing to highlight to you how expanding Chippenham to the extent proposed is very wrong and once done can never be undone.

We need to preserve what makes Chippenham a good place to live and work, which in the most part is the natural environment in which it is located. This proposed development destroys our greatest asset.

It is clear that the post Covid world will be different and planners need to consider this.

Many more people who can, will want to work from home rather than travel to their place of work, this will mean less traffic and less office space will be required. So less congestion and traffic.

The shape of retail is changed forever and it is inevitable that the town centre will change, which could mean more residential development replacing shops.

There are many rental homes in Wiltshire that remain unoccupied because the landlords cannot achieve the high rental value they desire, how could this be tackled?

Thank you for reading this and I hope you will vote against this expansion.

EL15

Respondent type: Business/Organisation/Stakeholder Group - local MP

Dear ██████████, [ID: EL14]

Many thanks, and I entirely agree with you.

Kind regards,

██████████

Dear ██████ [EL20],

Very well said. This lays out in admirable detail why what the Council is proposing is so outrageous. The more people who let the Council know their views the more likely we are to get it stopped.

Kind regards,

██████████

Thank you, ██████████ and ██████████ [ID: EL179], and I wholly agree with you.

Best,

██████████

EL16

Respondent type: Individual

We object to all 3 of the options for building a road across the Avon and Marden Valley which is obviously to facilitate the proposed massive expansion of Chippenham and will destroy our beautiful countryside and an ecologically significant wild-life corridor.

We are in total agreement with the concerns expressed by Cause Wiltshire which are as follows:

- The new road will NOT reduce Chippenham's traffic congestion but, in fact, make it worse. A single new distributor road cannot both alleviate existing traffic pressures and accommodate 10,000 new cars!
- This is a MASSIVE proposed development of 7,500 new homes. The land is largely being provided by Wiltshire council, who are proposing to sell off council farms, a much needed agricultural amenity.
- In light of the publicly declared environmental emergency, now is NOT the time to be building houses and the related infrastructure on green field sites and unspoilt river landscapes. These are our best defence against climate change.
- With climate change a very imminent and growing threat, we should NOT be building developments that will exacerbate flood risks. This year, the highest ever water levels were recorded. This poses a very real threat to homes.
- Wiltshire Council conducted informal 'roadshows', with the intention of finding out whether or not the public were in favour of the development. It was reported that 60% of participants were NOT.
- This scheme has been devised by Wiltshire council to meet their housing targets and they plan to inflict it on Chippenham- ignoring environmental and public concerns from those who will be directly affected!

We trust that these objections will be taken into serious consideration and the road will not be built.

EL17

Respondent type: Individual

I am not aware of any demand for either the houses or the road especially on the top of the substantial number of houses already built and being built . There are no more jobs being created in Chippenham and so the pressure for housing is illusuary .

In the present climate the whole country is focused on levelling up which will mean that any increase in jobs will be focused on the north of England and away from the South . In these circumstances housing , infrastructure and jobs will be focused in the north and a further 7500 houses in Chippenham is speculative and will be a white elephant .

Notwithstanding the above the scheme is a disaster in environmental terms since it is across virgin farmland in a floodplain which flies against all the advice from the rivers authority and will result in more flooding elsewhere . Additionally the Government / Council will be draining land to help the developers avoid their proper costs which must be a gross misuse of public money .

This scheme is a grandiose scheme for the engrandisement of the Council and little to do with local traffic or housing and is wrong on almost every level

EL18

Respondent type: Individual

I am in total opposition to this project.

The need for housing in chippenham is nowhere near the number of 7500

The congestion mentioned is nowhere near as bad as stated. There is some, but not to the level that needs a 75 million pound road.

Everyone knows the road is the gateway to opening up huge housing estates the like of Pewsham, and Cepen Park.

In a world where young couples cannot even afford a deposit for a house, this plan is nonsensical.

Covid has slashed peoples jobs and the uk is in the biggest recession in memory.

Unemployment is on a track to be at levels not seen since the 80,s.

I havent heard one person speak favourably about this project, let alone the proposed new solar farm near derry hill.

What on earth are you doing to chippenham, Wiltshire Council?

The destruction of our once rural town is on its way. Fuelled by greedy developer's.

EL19

Respondent type: Individual

I'm emailing to lodge my objection to the proposed distributor roads (Options A, B & C) because the online form failed to open.

I object to the proposed distributor road, and the plans for the vast expansion of Chippenham in general. I am very concerned about urban sprawl and the destruction of the beautiful countryside. I am also concerned about the additional air and noise pollution that a new road will inevitably bring.

I am also concerned about the preservation of the existing cycle ways which I use frequently for cycling and walking with my family.

A new road such as the one proposed will only bring further housing development, causing more congestion on existing roads and the M4 junction. More housing will create an eye sore to the area, destroy the countryside, increase noise and air pollution and reduce the number of job vacancies/opportunities in specialist industries such as engineering in the local area.

Furthermore, an increased population as proposed in Chippenham will also inevitably increase the amount of crime in the area.

With the urban sprawl spreading ever further towards Derry Hill, house prices will also be adversely effected due to the fact that the current appeal to Derry Hill is it's quite and rural setting.

I'm emailing to lodge my objection to the proposed/planned expansion to Chippenham town and the distributor road.

I object to the proposed plans for the vast expansion of Chippenham. I am very concerned about urban sprawl and the destruction of the beautiful countryside. I am also concerned about the additional air and noise pollution that a new road and housing will inevitably bring. I am also concerned about the preservation of the existing cycle ways which I use frequently for cycling and countryside walking with my family.

A housing development such as the one planned will cause more congestion on existing roads and the M4 junction. More housing will create an eye sore to the area, destroy the countryside, increase noise and air pollution and reduce the number of job vacancies/opportunities in specialist industries such as engineering in the local area.

Furthermore, an increased population as proposed in Chippenham will also inevitably increase the amount of crime in the area.

With the urban sprawl spreading ever further towards Derry Hill, house prices will also be adversely affected due to the fact that the current appeal to Derry Hill is it's quite and rural setting.

Would it not be better to develop brownfield sites in Chippenham rather than destroy beautiful countryside?

EL20

Respondent type: Individual

Future Chippenham Consultation

Other proposals for smaller pockets of construction in this vicinity have been rejected in recent years, so one wonders why has this huge proposal for a new road and 7,500 houses has appeared now? The entire Pewsham Electoral Ward, which includes Pewsham Village as well as the large modern estate, only has around 1880 households, so the scale of the proposed house building on the west of Chippenham is massive. The proposed construction is over three times larger than the current Pewsham estate – the proposed development will have a population the size of Calne and would immediately increase the population of Chippenham by one third. It will require primary and secondary schools, health services, supermarkets, leisure facilities and more. In terms of health care facilities it will severely impact the tiny Chippenham Hospital and may well result in the sort of shortage of GP services that Melksham has seen in recent years following development there, especially as the exodus of exhausted GPs that the country has seen in recent years is forecast to increase once the pandemic has been dealt with.

Surely a scheme on this scale requires more than two months' 'consultation'? Haven't we moved on from the 1950s when massive road schemes and new towns were imposed on powerless communities by planners who thought they knew better, but have been since proved to be on the wrong side of history? Make no mistake, a proposed development that will have a population the size of Calne is a 'new town'.

The Council's consultation document says that they want the road and housing proposals to be considered separately, but they can't be because the only function and justification for this road is to facilitate the construction of the housing development. The road is simply not needed by the few people who currently live on the east side of the town. The Council's document claims that the road would facilitate access to the M4 when in fact the proposed road goes in the opposite direction.

The Council's consultation document states that their "Environmental objectives [are] • 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." The document goes on to say that "The Core Strategy will be focused on... tackling the causes and effects of climate change." It is difficult to see how this is possible by building a new road and 7,500 houses on farmland and land currently used as green leisure space.

The Road

New roads increase traffic not decrease it. As Professor Phil Goodwin has shown, there is published evidence going back many decades that new roads create more traffic rather than reducing congestion.(1) In 1994 the Standing Advisory Committee on Trunk Road Assessment showed that average traffic flow on 151 improved roads was 10.4% higher than forecast and 16.4% higher than forecast on the 85 adjacent routes that the improvements had been intended to relieve. In a dozen more cases the increase in traffic ranged from 9% to 44% in the short run and 20% to 178% in the longer run. The conclusion was: "An average road improvement...will see an additional 10% of base traffic in the short term and 20% in the long term."(2) This has been accepted by the Department of Transport and other reports from the USA and Europe have since demonstrated similar results. Furthermore, studies of bypasses such as that in Newbury have shown that reductions in town centre traffic levels were less than originally forecast and the subsequent regrowth in traffic levels on the bypassed roads and the new road resulted in a considerable overall increase in traffic.(1)

So any claim by the Council that this road will reduce congestion is wrong and the opposite has been shown time and again to be the case. As the consultation document makes clear, these houses will be marketed at people working along the M4 corridor and, as the stated aim of the road is to ease access to the M4, then it is obvious that the Council intends to increase traffic on this and surrounding roads as the residents travel to their jobs. If any of the residents of the new houses wish to use the train to get to work then they will have to drive into town because many of these houses, especially in the south of the development, will be too far from the station to walk or cycle. Thus congestion in the town centre and especially on Station Hill/Cocklebury Road will be made worse.

The argument that the road is needed to ease access to the M4 for current residents is spurious because the proposed road goes nowhere near the M4. The A350 is the main route to the M4 and the idea that anyone would wish to drive a circuit of Chippenham to reach it is fanciful. So the only argument for the new road is so that houses can be built along it.

Air pollution - The UK has consistently failed to meet legally binding targets to reduce air pollution. On average transport is responsible for 80% of NOx emissions at the roadside. Air pollution poses critical threats to the health and well-being of residents. There are an estimated 23,500 UK deaths annually from nitrogen dioxide concentrations and exposure to small particulate matter pollution is estimated to result in nearly 29,000 deaths in the UK each year. A report by the Royal College of Physicians and the Royal College of Paediatrics and Child Health(3) found that outdoor air pollution is linked to around 40,000 deaths a year and estimated that the impact on public health by this pollution costs the UK more than £20bn annually - 16% of the annual NHS budget. It found that air pollution plays a role in many chronic conditions such as cancer, asthma, heart disease, and neurological changes linked to dementia. It concluded that the concentration limits set by the government and the World Health Organization are not safe for the whole population and leave certain groups vulnerable. The Council should not be seeking to increase pollution levels by building new roads and increasing road use.

Residents do not support new roads. Opinion polls and surveys over recent years have consistently shown that most people prefer to improve public transport and, if money is to be spent on roads, they want it to be spent fixing potholes not adding new capacity. With the changes that have been wrought in working and commuting over the last year by Covid 19 the Council would be very ill judged to go ahead with this road scheme as, largely because of a rapid move to home working, fewer road journeys are being made and the public is highly supportive of expanding local transport options. A recently commissioned poll by MPs showed that fewer than one in seven people want money spent on more or bigger roads.(4) The report shows that residents want more and better cycle lanes and bus services rather than major road building investment. Wiltshire should not be encouraging more road use and instead should be seeking to be a leader in sustainable transport.

CO2e. As well as the CO2e emissions which this road will cause through the extra traffic it will generate (discussed above), the construction of the road itself will generate emissions that will exacerbate global warming. Whilst this is difficult to calculate because it depends on the sources of power used in the extraction, import and manufacturing of the aggregates, all routes require multiple flyovers which require more construction materials than a stretch of regular road. This project could result 200 tonnes of CO2e being put into the atmosphere before anyone drives on it.

The effect on the natural environment. The current environmental crisis is not just about global warming, but is also about the catastrophic collapse of Britain's bird, mammal and insect populations which will have wide-reaching consequences for food production and the wider environment. All roads are a barrier and hazard to wildlife and roads in the wrong places can destroy and fragment wildlife habitats, as well as harming landscapes that are important for their nature, geology, historical or aesthetic value. Noise and light pollution can also cause

underestimated damage. Only this week scientists have shown that noise pollution from roads diminishes birds' ability to find food and that noise pollution has "previously unconsidered consequences for wildlife"(5).

Driving a large road through an environment which currently has underused country roads and, in the case of the southern section, has no roads at all and is open countryside, will have untold consequences for birds, mammals and insects. This road scheme will both destroy and fragment wildlife habitats by driving a tarmac killing zone through existing wildlife corridors. Evidence from the annual Road Death report on animal fatalities shows that putting large roads through a rural area has a disproportionate effect on wildlife fatalities, with deer, owls, kestrels, hares and smaller mammals that live in arable, pasture and woodland being disproportionately affected. It goes on to say, "Due to the impact of road casualties it has been suggested that barn owls are unable to sustain viable breeding populations in close proximity to...roads...and that road casualties may even be responsible for suppressing the populations of some of our common mammal species on a local scale. There are also a significant number of human fatalities and a considerable economic cost associated with collisions between vehicles and wildlife."(6)

As noted above, whilst the Council would prefer the housing development to be ignored for now, it cannot be because it is their reason for building the road.

Housing

There are already 5090 new homes planned in Chippenham 2006-2026. Which puts Chippenham in 3rd place in Wiltshire for new development behind Trowbridge and Salisbury(7). This is almost twice the development planned for any other town in Wiltshire – surely Chippenham has 'done its bit' for new housing in Wiltshire? But instead the Council seem to be burdening Chippenham with the responsibility of providing Wiltshire with almost a third of its housing target over the next 15 years (nearly 13,000 homes out of a target of 40,000 countywide by 2036).

The Council's proposal claims that 40% of the new houses will be 'affordable', but the number of new homes completed 2016-19 in Chippenham was 462 with only 31 of those being 'affordable' which less than 7%(8). This is even worse than the national picture which has less than 10% of new builds being affordable, with developers often invoking "viability assessments" to evade their obligations. So the council's suggestion that 40% of the new estate will be 'affordable' should be viewed with a very large pinch of salt. And that's before you get into the debate around whether 'affordable' homes are actually affordable.

The proposed scheme is unimaginative and short-sighted. The £6.22million that Wiltshire Council has already spent on this unwanted project could have more profitably have been spent on conducting an in-depth survey of urban and brown field spaces in its towns and focussing construction in these areas to spread the housing rather than single massive imposed developments. Empty offices, industrial units or space above existing shops could be converted into housing. There are unused and derelict spaces within Chippenham town centre which could be converted. All of this has less impact on the environment than building houses from scratch. In light of the under use of business spaces during the current pandemic and the commitment of many firms to their staff continuing to work from home once life returns to normal, it seems premature to commit to such a large housing and road development before the effects of the changes wrought by Covid 19 on the work patterns of the county are known – there may be many more commercial spaces freed up for development post-pandemic. The housing demand is for smaller units rather than larger detached houses, so splitting current detached houses into smaller units makes more sense. In Wiltshire there are currently 1,675 homes that have been empty for more than six months and over 1500 more are used as second homes – these should be charged full council tax to either raise revenue or to encourage the owners to bring them back into full use(9).

Chippenham has a vibrant housing market with properties available at all sizes and prices, even before the existing developments along the A350, Rowden and Bird's Marsh are completed. But many properties take quite a while to sell – some over a year – and some change agents or leave the market temporarily to be decorated or rented out for a short Time before the vendor tries again, which demonstrates that Chippenham does not have an undersupply of housing for locals and people moving to the area to work. So who are these proposed houses aimed at? The Council's consultation document says that the aim is for Chippenham to become a dormitory town for industries along the M4 corridor – thus encouraging more people to use their cars to commute along the M4 and other arterial roads – but it would be more efficient and environmentally sustainable for towns where these people work to provide desirable and affordable housing. As noted above this money should be spent on improving the current public transport infrastructure and adapting roads for safe cycling and for new cycle routes that avoid roads altogether rather than on new roads. Much of this new town will be built too far away from other infrastructure and will therefore force the inhabitants to use their cars to travel to work/schools/leisure activities/health care – indeed you will be building a new road that encourages them to do just that.

Farming Taking such a large amount of farmland out of production is very short-sighted in the light of Britain needing to grow more of its own food. There is a growing desire of many people to eat more local produce rather than imported produce to avert climate change. Coupled with this is the still unclear effect that Brexit may have on imports and food security which may result in us needing to increase UK food production.

Environment This massive housing development will also have a catastrophic effect on wildlife as habitats will be totally destroyed by the houses built on the countryside, so everything said above under The effect on the natural environment regarding the road would be incomparably worse when the housing development is considered, and that is before the new residents introduce several hundred domestic cats to finish off the remaining bird and small mammals populations which survived the developers' diggers. 26% of the UK's mammals are at risk of becoming extinct, with hedgehog and dove populations having crashed by over 95% since the 1950s and toad populations by 68%(10). We can't afford to lose greenfield sites to massive developments like this.

Pollinators. A recent project in Kent found approximately 50% fewer insects over the last 15 years. The decline in insect numbers should be regarded as an existential threat to the health of our planet and future human generations as 75% of our food crops rely on pollination by insects (as well as the insects becoming food for other animals), and habitat loss due to development is a major cause of this decline(11). Building over farmland for this road and housing project will have a seriously deleterious effect on our insect life. With the numbers and diversity of our native flora and faunal species in free-fall, how can the council of a rural county contemplate habitat destruction for the road and housing development on this scale?

CO2e The effect on the environment of a new build home is to release an average of 43 tonnes of CO2e into the atmosphere, so this development would release over 300,000 tonnes of CO2e(12) into the environment (for which we would need to plant 645 hectares of woodlands to sequester the carbon) before anyone began to live in them. The effect of building on this scale would only be mitigated by ensuring that only the most environmentally friendly and insulating construction materials were used and that every house had solar panels and heat pumps.

Flooding The construction of a new town on this scale will have a massive effect on the water table. Water will not be able to soak into the farmland and will therefore exacerbate the flooding along Maud Heath's Causeway and Langley Burrell. The flooding that happens many Times each year in the Westmead area of Chippenham will only be made more frequent and more far-reaching along the River Avon by this development. As flooding at the bottom of

Chippenham High St has only been dealt with in recent years this flooding will in all likelihood return (especially with the increased flooding risk caused by climate change).

Local residents. The effects of Covid 19 have shown how important green spaces are for our mental and physical health. People taking their daily exercise along the Sustrans cycle route and the Wilts & Berks Canal will find themselves not walking through a green space where the only sounds are those of the natural world, but will find themselves walking under concrete flyovers with the consequent negative effects of air pollution, noise pollution, litter, toxic water run-off, etc. The views that users of these amenities will see once this development is completed will not be woodland and fields but a main road, feeder roads and houses.

In Conclusion

In February 2019 Wiltshire council 'resolved to acknowledge a climate emergency and seek to make the county of Wiltshire carbon neutral by 2030.'(13) This included commitments to 'develop a woodland and tree planting policy', 'developing a new carbon reduction strategy', 'the vision for a green infrastructure network for Wiltshire', 'decarbonising our economy and helping to deliver the national climate change targets'. You also said, 'We will continue to engage with communities to work collaboratively towards achieving the country's decarbonisation goal'. It says a lot about my naivete that, following such declarations, I thought it would mean the end of such monolithic insensitive planning and would lead to smaller, more sustainable urban development which could use existing infrastructure and amenities. Where does destroying the natural environment to build an unwanted new road system and 7500 new homes fit into your climate commitments? This plan shows that your acknowledgement of a climate emergency is not worth the pixels used to publish it when Wiltshire Council over-rides local views to inflict these houses and roads on existing communities and the environment. Wiltshire CPRE had it right in their response to Wiltshire Council's climate emergency pledge citing the Council's responsibility for '...loss of green field and rural character, urban sprawl...increased traffic, lack of school places, air quality, impact on habitat and biodiversity and lack of infrastructure to support an increase in population.'(14) Someone of a more cynical turn of mind might wonder if the Council chose to apply for funding that was required to be spent in such a short Time frame so that the plan could evade proper scrutiny.

As members of the Council, who have a level of power and authority beyond the ordinary Wiltshire resident, when your children or grandchildren ask you in 15 years' Time what you did to alleviate the climate crisis you will be able to tell them proudly that you voted to put a minimum of a third of a million more tonnes of CO₂e into the atmosphere from one small part of North Wiltshire alone. What is the point of residents trying to do their bit to cut their carbon footprints by changing their diets, changing their commuting and shopping habits, swapping to greener energy if our Council immediately negates those changes by pumping over 300,000 tonnes of carbon into the atmosphere without our consent? Public, scientific and, increasingly, political opinion is moving away from such unsustainable insensitive large developments on greenfield sites and I hope that Wiltshire Council comes to realise this before, rather than after, imposing this massive development on a rural community. Sources

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EL21

Respondent type: Individual

Having been invited by Wiltshire Council to join a webinar about the new road system they wish to build to the east of Chippenham, we were left wondering why they needed to extend from the A4 to the A350 to the south. Chippenham already has a through route directly linking the M4 to the A350 to the west of the town centre. The new road from the M4 to the A4 to the east of Chippenham will, as we understand, open a route to the A303 and may free up congestion in other areas in the south, although Devizes has its own congestion problems. To make sense of these plans we investigated further and found this new road system would consequently release land for a substantial housing development. Why were the two not linked in the first place? Deciding which route to accept would depend on what further plans were being put forward. We understand a proposal for approximately 7500 new dwellings has been put forward by Wiltshire Council for this area. If we chose the inner route, would that open up an area for higher density building within its confines, or give no boundaries to the outer area? Would choosing the outer route confine all building to within the enclosed area? There are many more questions yet to be answered!

In the recent past Wiltshire Council actually fought and won a case against development within the area bounded by the proposed roads. Was the Council previously against the development due to cost implications? In which case, Wiltshire Council have removed this barrier, having been awarded a grant of £75,000,000 by government. However, surely all possible routes put forward would cost considerably more. How is the shortfall in building these roads going to be funded? Council taxes are already being increased higher than inflation, due they say, by Covid expenses and Brexit. So are the housing demands and money spending on new projects really required in this current climate and time of uncertainty?

A recent television program described Wiltshire as a rural farming community with quaint picturesque villages, an ideal county for those who want to get away from the turbulent urban life. Our opinion of Chippenham is that it suffers from an extremely poor town centre, dominated by charity shops and limited parking. It is lucky to have a beautiful river frontage (not that it is taken advantage of) and what could be a pretty high street. This sad town centre is already surrounded by huge housing estates, that in no way have enhanced the area. There are empty properties and designated brownfield sites, which could be utilized to increase housing stock - do we really need these proposed new vast housing estates?

As residents who will be directly affected by both the new road system and housing development, we stand to lose considerable open countryside; local rural walks full of natural beauty to be replaced by urban sprawl. Not to mention all the incumbent problems this causes: more pollution, more traffic, more crime and more on-street, inconsiderate parking. All of which, those who have moved to the area recently hoped to get away from.

Looking on the internet there is abundant information readily available on the increase of housing stock in this area, but not a lot to explain the reasoning behind the development – increase in prosperity of area cannot stand as an argument. Simply look at the town centre 2014 Masterplan and see how much of that has actually been carried out up to 2021.

With careful and considerate planning we could spend the residents rates and rents income on bettering the town instead of making it a suburb of Bath or Swindon.

Until such time as the complete strategy is in place, giving a true picture of plans for the future of Chippenham, it is difficult to agree to any of the road routes put forward.

As a whole we object to any and all of the plans for the east side.

EL22

Respondent type: Individual

Please do not turn Chippenham into another Swindon !! I have lived in Chippenham all my life back in the 70s Wiltshire/Chippenham council tore the heart out of it by knocking down buildings with historic value and building ugly new ones , one being the DHSS office building ! Where once stood a row of Georgian houses , complete and utter madness ! I can't stand by and let you now devastate the beautiful country side surrounding my home town without my say ! Chippenham was and still is a small market town so why on earth are you hell bent on turning it into another Swindon with no heart?

You encourage people to come and live here who don't even work here because of the motorway links !! There is nothing left here in Chippenham town centre ,I never go shopping in my home town because there is no point because of the lack of shops . I hate what the councils have done to Chippenham and I'm sure I'm not on my own with this view ! We don't need another road as we already have a relief road from the dual carriageway all the way to the lackham roundabout ! And we definitely don't need another 7500 houses with the potential of another 15000 cars on our already busy roads !!!! I strongly object to the road and houses and would ask you to reconsider . Wiltshire is a very large county so I feel it would be more beneficial to have pockets of houses built across the county rather than saturate and over build in one area !

I have a question for you ! Why are you only asking for our comments on the preferred route , and not do we want it or not ? Or for and against ? It seems to me you don't want to know our opinion on if we even want the road or not !!! Can you explain this to me ? Because its left me thinking the road is going ahead despite any opposition from the people of Chippenham , is this the truth ? Are Wiltshire Council just dismissing any opposition to the road/houses ?

EL23

Respondent type: Individual

I voice the following concerns to emphasise that insufficient investigations and consultations are causing Town , Parish Councils and various organisations to criticize Wiltshire Council's vague plans where there are so many obstacles to overcome in order to keep spending within the amount available from National Government .

Approval from river and rail authorities for the proposed new bridges as yet to be agreed. National accepted equation for the average number of vehicles per household is 2.5 vehicles .Therefore the building of new houses together with those already built will see an estimated ADDITIONAL 20000 cars , vans , lorries using two new distributor roads if constructed .

New homes being built in and around Chippenham will appeal to those who are working away in London , Swindon , Bath and Bristol .

Therefore to work away it is possible a large number will be using Chippenham's rail station and Station Hill to get to and from car parks .

So has the council decided how the town's roads will cope with such a large extra number of cars using New Road and Station Hill ?

Also how will Wiltshire Council address pollution , congestion and environmental issues ?

Chippenham WAS a lovely historic market town dating back to Saxon and Roman times and still with undiscovered buried sites which constructors may come across . Previously a planning application was refused when such a site was included in plans submitted by the developer .This site was known to exist.

So will construction of two distributor roads be halted if any part of both routes transgress a historic site of national importance ?

EL24

Respondent type: Individual

I am a resident and home owner in Derry Hill, which is impacted hugely on the road proposals. By building this road you are taking away the very nature of why people chose to live here, ie. countryside, walks, cycle paths. Cutting into this core of our well being here is unfair and unnecessary. There are many more areas near to the motorway that can accommodate all the new buildings and infrastructure you claim are necessary, it does not need to impact its already new build fatigued residents. Please do not build this road, it is not wanted by residents. If you have funding, please use it to enhance our area not desecrate it

EL25

Respondent type: Individual

Please see below email to Michelle Donelan regarding the above subject and my views.

Dear Michelle

I felt I had to write to you in response to the above proposed scheme.

Firstly, I am very concerned that most people here in Chippenham are not aware of this scheme, so many people I have mentioned it to don't know what I am talking about and I only heard about it myself a couple of months ago.

How big do we want Chippenham to become, there are a few large housing developments taking place already and where is the infrastructure to support another 7,500 houses. In my opinion the only reason they are building this so called relief road is because of their plan to build 7,500 houses. Chippenham town centre is not that congested and how much worse will it become when residents from the 7,500 houses want to come into the town centre. Also it is supposed to be a relief road, well it will lead to a very, very busy A350 southwards and more so in peak periods for those commuting to places south of Chippenham. It is very busy now with lots of lorries. What I find confusing as well is that they are only mentioning 1 relief road, but surely with 7,500 houses they cannot rely on just 1 main road going through the proposed development, so in future more roads could be introduced.

What I feel very strongly about as well is that it will destroy the prettiest part of Chippenham for good. So many people appreciate and use the cycle path all the way to Calne. I walk there a couple of times a week and it is lovely to view the fields each side of the cycle path with some sheep and horses in fields and in the distance the hill. What we will have to look forward to is many years looking at a construction site and then the view of a large housing development on either side of the cycle path, what an eye sore. If they really need to build more houses here does it really have to be in an area of outstanding beauty. That is one area of Chippenham where one can walk from the town centre and appreciate the countryside on our doorstep. I guess to keep the cycle path they would build a bridge over the cycle path, but no doubt the cycle path in that area would be closed for many months while they build the bridge over the path.

I may be wrong but what worries and angers me as well is that I have been told Chippenham Town Council are opposed to this scheme, so is this being forced on us by County Hall in Trowbridge who it won't affect? Why should they decide plans on Chippenham when they don't live here. Who will be responsible for granting planning permission - Chippenham Town Council or County Hall Trowbridge? Why should Trowbridge decide what happens in Chippenham.

I do hope Chippenham Town Council will oppose this plan and protect Chippenham from having its landscaped ruined. I am sure it is green belt. Once planning permission is granted there is no going back.

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EL26

Respondent type: Individual

I am writing to inform you of my absolute disapproval of the planned road through the Marden and Avon valley.

This is some of the most stunning and naturally beautiful land in Wiltshire. It gives so many people such pleasure to be able to access it and escape from busy lives and nearby towns. My Grandfather and my Dad farmed at Hardens Farm. I know the fields and meadows so well. My Father would have been distraught if he knew what was planned for the Marden and Avon Valley.

It seem ridiculous to build so many new houses when the town centre is shrinking rapidly. It seems that people will just live here and work miles away. Surely finances would be better spent on creating job opportunities and enhancing the town centre?

I follow a group called Chippenham Then and Now on Facebook. It documents the massive mistakes Chippenham has made over the years. Beautiful properties pulled down to make way from ugly, boring, lacklustre buildings. I fear this proposed road and building of 7500 houses could be your biggest and most devastating mistake yet!!

You don't and never will have my support for this proposal.

EL27

Respondent type: Individual

I strongly object to the building of any road along with the ludicrous plan to build 7500 extra homes to this beautiful, green, RURAL part of Wiltshire. Over the last 5 years especially, there has been a huge amount of new houses to this area and if this isn't stopped this area will turn into an ugly urban sprawl which is neither wanted or needed

EL28

Respondent type: Individual

I've heard that developers have already drawn up their proposed plans for the east of Chippenham.

Is this true please?

If so, where are they available to view please?

I sent the email shown below a couple of weeks ago but have not received a reply. It is very confusing! I realise that my question probably relates to the Local Plan Review, rather than the Future Chippenham project which I believe only focuses on the road options.

So . . . my questions are:

How far have the proposed plans been taken? (They seem very detailed and I've heard that developers are already involved.)

Are they?

If so, who are they?

Have they submitted proposals for the land likely to be developed?

I would really appreciate a reply please . . . or is it all a secret?

EL29

Respondent type: Individual

I say NO to the proposed new distributor road and huge housing development and the destruction of our beautiful rural countryside. It would be a massive mistake to create this urban sprawl which would eventually connect Chippenham to Calne. We hear a lot about mental health at the moment, particularly in the recent pandemic. Walking, exercising and enjoying this lovely rural landscape has been so important! So many people have been using the cycle path and local fields to overcome stress and anxiety and further development and carving up of popular routes would mean this would disappear forever! Nobody wants to walk around new housing estates or near roads with roaring traffic nearby. Wildlife, flora and fauna will all suffer and the Marden and Avon Valley would hugely suffer!
STOP URBAN SPRAWL and NO to the new road!

EL30

Respondent type: Individual

I have watched the video promoting the three route options for the Future Chippenham plans and am appalled by all three options .

I do not agree that such major road building will be needed . I have lived in Chippenham for many years and I have not heard of or experienced significant congestion in Chippenham town centre.

What is certain is that such road building , whichever option is preferred, will cause huge damage to the environment in terms of loss of habitat and pollution from the construction and subsequent additional traffic . (Research has shown that more roads generate increased traffic).

The people of Chippenham will see yet more of their precious and beautiful surrounding green spaces and countryside destroyed for ever .

EL31

Respondent type: Individual

I strongly object to the Future Chippenham Road Route options. I am astonished that a 'no road' option was not included, given that we have a right to object to any new roads and related infrastructure.

I object for the following reasons:

1. The housing numbers are disproportionately high and have been artificially inflated to line the pockets of a few. Population increase estimates for this area for the next 20 years do not match your proposed housing numbers!
2. Climate change is the biggest threat we face. We cannot continue the way that we have been and the carbon emissions from this development would be astronomical. Green spaces like this one are the lungs of Wiltshire and are critical in our fight against climate change. We need reduced numbers of well- built, sustainable housing, preferably on brownfield sites and away from untouched areas of beautiful and vital farmland.
3. This area is a haven for wildlife and rare species and any development in this area, particularly near the river valleys would be catastrophic. This planet is not just for human consumption but for the flora and fauna that lives alongside us.
4. Flooding in this area is increasing year on year and tarmacing great swathes of green fields and building unnecessary houses will exacerbate this hugely, destroying property and riverscapes alike.
5. The road is unnecessary for two reasons. The housing numbers are unnecessary and in a post- Covid world and more and more people working from home, this will reduce traffic congestion anyway. Areas of congestion are confined to a few roads in Chippenham that can cause very minor delays in peak times but it doesn't even compare with congestion in other parts of the UK! This is not a reason to build a new road!

EL32

Respondent type: Individual

Having lived & worked in Chippenham since 1983, I've become used to the problem of flooding that happens most years on the field by the river & on either side of the A4 near Causeway Garage. Am I really to believe that with another bypass road & the addition of 7500 houses, there is not going to yet even more flooding. Any one who has seen the effect of heavy rain in that Pewsham area will be well-aware that the resultant flooding can last for days!

Why on earth can the council not build houses on the brown field sites & other areas of the town that so desperately need to be improved. Two good sites would have been where the magistrates court is now being replaced by yet another supermarket & Methuen Park where they will soon build guess what?- another Aldi supermarket! Just how many does a town the size of Chippenham need?

After the last year of Covid pandemic there are going to be some-possibly many-shops that could be made into living accommodation with the various housing needs already in place- electricity, plumbing & foundations etc.

Just imagine how many thousands of square miles of this country have been covered with motorways, industrial complexes, housing estates since the end of the War in the name of progress, & now Wiltshire CC are going to make it even worse.

Have you learnt nothing over the years from seeing the flooding so often on TV & in the press, and the misery & cost to the the inhabitants?

Being a cynic however, I'm convinced that any protest against the new bypass is just to please public opinion & the decision has already been made to proceed with the work. It would be a nice change if you were to prove me wrong.

EL33

Respondent type: Individual

I object to the building of a road across the Avon and Marden Valley.

It will destroy not only a much loved and highly valuable area of countryside but also the character of Chippenham, our historic market town, and blight the surrounding area for generations to come.

This disastrous scheme is not wanted by the residents of Chippenham.

EL34

Respondent type: Individual

I am concerned to see plans for a road across land behind Hardens Mead and also the idea of an access road through the green space at the edge of the estate which connects to Long Close! Chippenham does not need this road and it is only being planned in order to provide access for the hundreds of houses the Council wishes to build through this area. It will bring constant traffic with its noise and pollution to a beautiful, peaceful area which is enjoyed by many people from Monkton Park and London Road area! It will also spoil the peace and views from the cycle path which is used regularly by locals.
In short we do not need or want this road.

EL35

Respondent type: Individual

I'm writing to object to the distributor road that is being planned for Chippenham. The road would cut through an area that makes an excellent break between Chippenham and surrounding villages. The area is rich in wildlife and needs to be kept from urbanisation. There are many footpaths and spaces where people from the towns of Chippenham and Calne can go to get some fresh air. I have watched the YouTube video of the three possible routes of the proposed road. It is quite upsetting to see how all of the routes carve their way through the countryside. The routes do not use any existing lengths of road but plough through open farmland and green fields. Some farm houses and cottages would be ruined by the road passing very close. Farm land would be lost, and farms cut into pieces. If the intension is to build a road round Chippenham the route could be so much closer to the current town boundary. The road being so far from existing houses gives an excuse to fill in the gap with more houses. The distributor road outlined for the South East of Chippenham is only being considered as it will allow traffic to move from an area where > some 7,500 houses are planned to the main A4. The road would not move traffic from the middle of Chippenham. People who drive into Chippenham do so to get to the centre of the town. People driving from the South go round on the A350 to get to the motorway. Those travelling from the East of Chippenham who want to go North would most likely aim for the B3102 towards Royal Wotton Bassett and the motorway near Swindon.

My main reason for objecting to this proposal (other than not wanting a road to service houses we don't need) is that there has been very little consultation with the public. The questionnaire that one can fill in online asks one to choose the best option. There are two questions asking for comments but no option to say don't build it at all. The lack of this straightforward question gives the impression that Wiltshire council is expecting to go ahead with this plan whatever is said by the residents of the county. Remember that the people who live in Wiltshire are the ones who have to contribute to these unwanted schemes through their taxes. They are also the ones who vote for the councillors who make the decisions.

It is said that the level of growth for Chippenham up to 2036 is being considered through the Wiltshire Local Plan review. This maybe so, but what of the village local plans that were drawn up only a few years ago after consultation with residents? The plans were accepted by Wiltshire Council as an outline for the future of each area. Now those plans will be pushed to one side because someone thinks a road round Chippenham is a good idea. There is of course the money coming from Government funds (our tax money) to Wiltshire that someone is trying to hold on to.

Thinking about the proposal to build 7,500 new houses inside the distributor road:

Chippenham High Street is hardly a place to go to do much shopping. Other than charity shops, Boots, several banks, Poundland and Wilko there are no places to do a big shop or to buy any new clothing. So why make the residential areas a round Chippenham bigger when there are few facilities in the town or the surrounding area? There is little industry, so bringing many thousands of people to Chippenham would cause problems in getting these people out of the housing estates to their places of work. A distributor road may get people to the A4, A350 and A342 but those roads have enough traffic and do not need many more commuters, school children or shoppers travelling on them. One may think that the mainline train service through Chippenham would take some of the strain, but getting to the station is not easy. The one-way systems in Chippenham, and there only being one route into and out of Station Hill, often cause gridlock. More people travelling to the station would cause more chaos.

There are a number of large areas being used for residential housing in North Wiltshire: Birds Marsh, the A4 through Derry Hill, Patterdown, just West of Corsham on the A4 as well as along the B3019 and between Port Marsh and Calne to name but a few. There are houses being built at Larkhill, and Melksham has spread out to Sandridge Common. Chippenham was once a small town, but it has expanded with the addition of Cepen Park and also Pewsham, even though industry in the area has decreased.

There are also many small building projects taking place to the North East of Chippenham all adding to the number of new homes in North Wiltshire. Sutton Bengier now has a small

housing estate off the B4069 where the old chicken farm was and also on the opposite side of the road at Alms Farm. Christian Malford has several small building projects: there are six houses on the B4069, four houses in Station Road and six on Lye Common. There have been a number of houses built in Brinkworth.

Add up all the areas in Wiltshire where new houses are already being built and the Government quota is well met.

The pandemic has offered people the opportunity to look at their lives, housing choices and where they actually live. Some people are intending to move to the country.

House builders today tend to build as many houses as possible in a small area. The houses have very

small gardens. This is not what moving to the country means. So who is going to want to live in among these 7.5 thousand houses? Since the start of the epidemic many people are working from home and it seems that many employers are supporting this move for the future. This means that there would need to be a lot of open spaces near to where there are currently houses. But the space needed would not be there if houses were constructed in this green area.

I am re-iterating my objection saying that a road through this area would damage the environment and disrupt habitats. This is not acceptable. I would like to see the existing roads in Wiltshire

maintained to a higher standard rather than spending money on constructing a road that is unnecessary.

EL36

Respondent type: Individual

We are writing to object to the proposed distributor road as outlined in "Future Chippenham". We are disappointed that the survey Wiltshire Council has asked people to complete does not have a box where you can tick not to have the distributor road.

£75 million has been awarded for a distributor road. However, your leaflet states "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."

This means there will not magically be a new distributor road to alleviate congestion but the road built piecemeal meaning more congestion as houses are built and people move in adding to congestion.

The priority in this statement is to "unlock development land" therefore not in the interests of Chippenham as it is currently.

The leaflet mentioned "employment opportunities" in three places. We can see there is land allocated within the housing proposal but will businesses be built and up and running prior to houses being built? If not anyone living in the newly constructed homes will have to commute across central Chippenham to get to work. How many jobs are going to be created between the road construction start date of 2022 and its completion in 2026? Will these jobs absorb the people who will live in the additional 5,100 houses that are being proposed? We don't think that many jobs are going to be created in Chippenham, therefore people will be commuting out of Chippenham creating more congestion.

The leaflet states the concept design includes "a 30mph speed limit single carriageway road with roundabouts". Is this 30mph from the A350 at Lackham to Rawlings Green? Will people adhere to a 30mph limit when on an open road in the countryside? Is the road going to be lit and therefore giving light pollution along the entire length? Light pollution has a detrimental effect on wildlife and as this road is spanning the countryside it will be adding to the problem for wildlife.

With the current Covid-19 pandemic people's working lives have changed with more home working. It is more than likely that the trend for home working for some sectors will remain in place and this will have a long term benefit of less cars using the roads in and around Chippenham as well as the country as a whole. This distributor road is not being built to alleviate congestion, if it was the road would be built before the houses, it is being built so that Chippenham can absorb Wiltshire's additional requirement for housing but for what benefit for Chippenham?

We have used the lanes and cycles paths around the area being discussed for nearly 30 years. It is a wonderful unspoilt part of Chippenham and surrounding area for people to access. Filling the fields with concrete is of no benefit to the people who currently live in Chippenham and the surrounding villages. It is being highlighted by many people that being out in the countryside is a major benefit to mental health. Having footpaths and cycle routes through housing is not the same as being able to walk and cycle in the open countryside.

We are concerned over the impact the proposed development will have on wildlife that live in these areas; more and more we are pushing wildlife into smaller and smaller areas. Also we should be looking to keep our farmland so that as a country we can become more self-sufficient.

We urge Wiltshire Council to reconsider these plans to tarmac and concrete the eastern side of Chippenham.

EL37

Respondent type: Business/Organisation/Stakeholder Group – A36/A350 Corridor Alliance



ACA was formed in 1993 to bring together groups opposed to the creation of a strategic highway from the western M4 to the South Coast. Participating groups include several branches of Friends of the Earth, Campaign to Protect Rural England and Campaign for Better Transport in both the South East and South West regions, as well as the White Horse Alliance.

Please reply to: 16, Upper High Street, Winchester, Hampshire, SO23 8UT

Spatial Planning,
Economic Development and Planning,
Wiltshire Council,
County Hall,
Trowbridge, BA14 8JQ.
spatialplanningpolicy@wiltshire.gov.uk

9th March 2021

Dear Sir/Madam

Wiltshire Local Plan Review

Do you plan for the future or plan towards the past? When normal human beings do their best to plan their lives they make some attempt at anticipating the future and its likely opportunities and constraints and they think of ways in which they can fit in within those perceived realities.

Apparently, this is not the way that Wiltshire Council does its plans. They anticipate a likely future and they decide to live outside it. Thus, they recognise a future of environmental (climate and ecological) catastrophe:

In February 2019 Wiltshire Council declared a climate emergency and resolved to seek to make the county carbon neutral by 2030.....There will need to be dramatic societal and economic shifts.

But they then design a Plan which manifestly works in exactly the opposite direction, that deliberately increases carbon emissions and rather than proposing to dramatically change the societal and economic directions that have brought us to edge of disaster, they seek to reinforce and accelerate those trajectories.

Do Wiltshire planners exist in a world of negative time, in an archaising mentality that somehow imagines that by building more and more roads, ruining more and more countryside, tying us ever more into the sclerotic, entropic inefficiencies of car-dependent economy, we can avoid the ghastly future by going back to that old familiar world of the 1970s?

Or is it that the planners are caught in a doomed ecological niche, where they have not the courage or imagination to adapt to a changing world? It is too kind to refer to Wiltshire planning mentality as dinosaur. The dinosaurs lasted 180million years. The Local Plan will surely be seen to be obsolete by the most purblind in 5 years' time and must be obsolete well within the trajectory to zero carbon.

The Transport Review: We are baffled by the planning process in Wiltshire. If the planners worked in a commercial world or a world of a major project office, they would have to learn how to do systems analysis. Having a vision and having assessed the broad possibility of the vision being a practical one, you decide what you are specifically intending to achieve, and you map out a route to achieving it.

What needs to be achieved cannot be clearer. The Council has a duty to reduce carbon; the biggest contribution to carbon emissions is transport; ergo one of the most important goals must be to reduce road transport use; i.e. reduce traffic. The Climate Change Committee says that carbon reduction of the kind that is necessary must mean a reduction in road vehicle use. The Government's recent thinking on a strategy for *Decarbonisation of Transport*, in spite of all its Micawberish optimism that something technological will turn up and in spite of its tendency to gee-whiz magical thinking, still recognises that modal shift is essential. The Secretary of State, Greg Shapps, says "Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network."

Wiltshire Council apparently sees none of this. Instead of rational analysis, goal setting and planning, it reverts to all the nonsensical notions of the 1960s – extrapolate some supposed demand and facilitate it - never mind that the demand is economically unreasonable; never mind that road use is highly subsidised, so that 'willingness to pay' is a meaningless appraisal factor; never mind that the phony goal of congestion relief is never met; never mind that journey time saving has long been demonstrated as mythological; never mind the social exclusion - that those most in most need of reasonable transport facilities are increasingly denied them; never mind that our towns are choked with traffic; never mind that 40,000 people die a year from the pollution of it; never mind the landscape losses; never mind the habitat destruction; the nitrate deposition; oh! and never mind that our children might like a livable future.

No rational 'Decide and Provide', but the lazy irrationality of good old 'Predict and Provide'. And Wiltshire goes over the top with it - over £347 million [Transport Review, Table H-2] is allocated to road schemes. Furthermore "more explicit consideration of the carbon reduction agenda" (read 'the future of the planet') is considered to be one the 'next steps' proposed in Section 4.4 of the Transport Review – so the carbon impacts of the proposed roads' programme have not even been considered – 'act now, think later'.

Spatial Planning and Transport Requirements: If the Council has a third of a billion pounds going spare surely it could find the small fraction of this that would be necessary to recruit staff who can actually do planning with proper systems analysis? It is hard to imagine that there was ever a Local Plan less fit for purpose than this one. This Plan needs to be completely rewritten taking into account the latest thinking on this subject – for example the RTPI's research paper 'Net Zero Transport: The role of spatial planning and place-based solutions' (<https://www.rtpi.org.uk/netzerotransport>) and recommendation in the 6th Carbon Budget report <https://www.theccc.org.uk/publication/sixth-carbon-budget/>.

Yours faithfully



For A36/A350 Corridor Alliance

We recently submitted a response to Wiltshire's Local Plan Review.

We wish to add that the Chippenham distributor road 'consultation' typifies almost everything that is wrong with planning in Wiltshire. Modern local authorities have usually moved on from the 'route option' mentality of the last century, where vanity road building ambitions were taken for granted and the only matter of debate was which area of precious landscape could be most easily destroyed, which habitats should be eliminated, which communities would be burdened by the growth of traffic they generated. Modern local authorities ask 'what is the spatial planning vision (or even problem if you will) and what ought to be the transport disposition to serve the vision or meet the problem?'

It is not for us as a regional transport and environment campaigning group to make a particular case for local allocation of housing land, though we are surprised that Wiltshire seems to be going out of its way to assign more housing land than it is required to. The fact that the suggested Chippenham allocation is dominantly on land owned by the Council raises suspicions that the Council is indulging in speculation, which, given its particular privileged position in planning, is rather disturbing and speaks to a carpet-bagging attitude.

We are also alarmed but not surprised, given the history of planning in Wiltshire, that the Local Plan seeks to maximise the use of greenfield land to meet its ambitions, rather than first considering renewal of much of West Wiltshire's woefully neglected urban centres.

Even if there were good reasons for land allocations of these sorts, modern planners would not start from the premise of building a road. They would not say what are the '*route options?*' but what are the '*transport, access and mobility options?*'.

This all indicates, not just old laziness, ignorance and incompetence in the planning function of the Council, not just a willingness to ignore the obvious effects of such out-dated thinking, but a pernicious determination to make Wiltshire more car-dependent and less sustainable than ever. What motivates the Council towards such an outrageous outcome can only be guessed at. Is it that they simply wish to choke West Wiltshire with traffic in order to make a case for a strategic A350 to relieve it (as if strategic roads ever relieved congestion)? It must surely by now have realised that this is an entirely unrealisable ambition. For one thing other local authorities that are a good deal more modern in thinking would be affected by it and will not countenance this ambition.

For another there is no more time for such nonsensical ambitions to be realised, because time is running out for the real tasks of national and local government. Wiltshire Council may have made its *Declaration of Climate Emergency* in the cynical belief that it was a meaningless commitment. They may have decided some magical technology is somehow going to make the traffic growth they are creating to be without carbon consequence. But they are going to have to grasp that the Climate Emergency is a real thing and they are going to have to realise that even this environmentally backward Government knows that transport will not be decarbonised without traffic reduction. The Secretary of State, Grant Shapps, says "*Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network.*". Any sign of this in the Local Plan?

EL38

Respondent type: Individual

We do not agree with any of the proposals for Future Chippenham.

There is no way that building thousands of houses and miles of roads through a green belt area is going to support climate change. The emphasis should not be on building more roads but creating an inter town environment where people can cycle and walk safely linking workplaces, schools, the shops and public transport.

We live near the centre of town and there is no traffic congestion. It's unrealistic to think people will want to come into the town centre to shop or for entertainment, they will go to towns and cities that have much more to offer. Chippenham town centre is just charity shops, estate agents and barbers!

It is well known that Chippenham has become a dormitory town, the population has doubled in the last decade. This has been detrimental to the town and its inhabitants because green spaces are being built on, there are no more facilities in the town now than there was forty years ago and not one cycleway up to European standard.

There is national housing shortage but just because the council has the opportunity of a government grant doesn't mean that Chippenham becomes another Swindon!

On a personal level we have always managed to walk in any direction from our home into green spaces for exercise. Even without your future plans the new housing developments will mean that we need to drive out of Chippenham for exercise in green spaces and a healthy environment.

We fought for years to save the green spaces around Birds Marsh, all to no avail. Developers always win the fight as we are sure they will with Future Chippenham. The whole consultation is a farce, it's just a ticking the boxes exercise.

EL39

Respondent type: Individual

Please find below my objection to the roads options and associated housing presented in the 'Future Chippenham' proposals.

I am opposed to all three road options. The scale of expansion that the road is intended to enable would result in the desecration of beautiful countryside and villages as well as the loss of farmland, which is essential to our food supply. The road be immensely damaging in terms of environmental impact and greenhouse gas emissions. It would create far greater traffic congestion than it could possibly alleviate and destroy much of what local people value about living here, with absolutely no guarantee of any future benefits for the town.

The consultation process itself is flawed for the following reasons:

1. It is highly likely that responses will be skewed in favour of a road as the 'no road' option was omitted.
2. Communication of the proposals has been inadequate. No letter was sent out advising the residents of Chippenham and the surrounding villages that this process was going ahead. There has been no proper public consultation. Passive advertising by placing the information on the website and hoping people think to look for it is totally inadequate for something of this magnitude.
3. Presenting the proposal through passive advertising and expecting responses in a time of national lockdown is unacceptable. I would question, when considered with the omission of a 'no road' option, if this is even democratic.
4. No validated evidence or transparent calculations have been presented on the population growth of Chippenham to justify the number of houses suggested by this proposal. Dumping 80% of Wiltshire's housing needs on Chippenham suggests that the proposal has been devised to suit the HIF bid. I reluctantly accept the housebuilding already in progress and approved for construction, but no more.

There is no evidence to suggest that the road and housing proposals would create any highly paid professional employment opportunities. Hence, the housing and road would only increase commuter outflow.

In the Q&A document from the webinar held on 28 January 2021, it is stated that, "The potential distributor road will be built when planning permission is gained for its construction". Given that the planning will be assessed and determined by Wiltshire Local Planning Authority, whose officers are paid employees of Wiltshire Council, the approval of such application is all but inevitable.

Wiltshire Council is elected by the residents of the county. Is it not time that it started listening to its residents? If it proceeds with this proposal, it will always be remembered for its wilful destruction of what was once a beautiful county in which to live. I urge Wiltshire Council to reconsider.

Thank you for your reply. However, if you intend to consider my feedback "to inform the identification of a preferred road route option", then you have misunderstood my mail, which I thought was clear: I am opposed to all three road options.

I am concerned that if you interpreted my mail to imply a preference for any of the road options, there is a risk that you will have done likewise to the replies of others of a similar mind. You seem hell-bent on proceeding with this unnecessary road and housing scheme for short-term financial gain with scant regard for the permanent and ongoing environmental damage it will wreak.

EL40

Respondent type: Individual

I am writing in my capacity as a Chippenham Town Councillor in response to the Future Chippenham consultation.

Your online consultation doesn't allow for people to respond to say that they do not want any of the road options which I believe invalidates this consultation. I also strongly disagree with the way the consultation process has split the road and the housing needs. This whole process seems designed to provide the outcome that Wiltshire Council is looking for (i.e. to build the road) and I believe this shows an unacceptable level of predetermination by Wiltshire Council. Please could you lodge my objection to the way this consultation has been conducted.

I would also like to lodge my objection to all 3 road options. This would be hugely damaging to the environment, to much valued riverside, to the character of Chippenham as a Market Town and to key public amenities such as the Chippenham / Calne cycle path. I have had a very large number of complaints from residents about the proposed road, the associated housing and the way in which Wiltshire Council has conducted the consultation.

EL41

Respondent type: Individual

I wish to register my objection to any distributor road and any eastward expansion of Chippenham. The impact on the marden valley would be disastrous in ecological terms and the concentration of development in one town is also unnecessary.

EL42

Respondent type: Individual

I am writing in protest against the proposed distributor road and associated plans for Future Chippenham. These proposals are deeply unpopular amongst Chippenham residents and both Chippenham and Calne Town Councils have now voted unanimously against them.

Since these plans were first proposed, the climate emergency has become even more critical. Experts say that now we have only 6 years in which we may be able to arrest human caused climate change and enable our world to be one in which our children, and our children's children will continue to exist. This is not the time to be planning the building of a major new road, nor to be increasing the number of urban settlements on ecologically significant countryside.

We know of the disastrous effects of pollution on our health. Rather than increasing greenhouse emissions by creating further road networks, we should be encouraging cycle, rail and other public transport, with better schemes and incentives for electric vehicles and shared car ownership.

During this pandemic, unprecedented numbers of Chippenham residents have been making daily use of the old Calne railway line, the riverside walks and surrounding countryside. Whole families are walking and cycling out together, rediscovering the essential benefits that being in nature offer to our mental and physical wellbeing which the past year of crisis has highlighted. This is not a time in which we should be considering building over valuable green spaces.

Changing patterns of work, commuting and shopping, due to the pandemic, mean that this proposal is based on an assumption of needs that are already out of date. With more of us working from home there is and will continue to be, less need for car ownership and commuting to work. Due to Covid many businesses will close in our town centre and not be replaced by others.

Redevelopment of former business premises in our town centre, i.e. making use of all available brownfield sites for new homes, rather than planning new urban developments on ecologically valuable countryside, should be our priority.

This road is not needed. It will cause permanent damage to our precious natural environment and with the increase of pollution and loss of easily accessible countryside, will aggravate mental and physical ill health in our local population.

In view of these environmental, health and societal changes, not only would the distributor road and associated housing development be harmful for and unpopular among our community, but moreover the perceived need for such a development is already out of date.

EL43

Respondent type: Individual

The proposal by Wiltshire Council to develop the area to the South and East of Chippenham is not supported in its current form by Chippenham Town Council, Bremhill Parish Council and the residents of the area. The area serves as a catchment area for rain water which, if developed, would run off to the rivers Marden and Avon. With the acknowledged change in the weather pattern and Climate Change, intense rain showers are being experienced resulting in more frequent localised flooding, particularly downstream towards Melksham, Bradford on Avon and Bath.

Initially the Leader of the Council suggested that the 'feeder road' for this development would relieve traffic in the centre of Chippenham. It is clear that A4 traffic travelling towards the A350 and Bath goes into Chippenham and this would continue. It would also appear that the definition of these road options is changing as time goes on. If Wiltshire council is serious about relieving traffic in the centre of Chippenham, rather than an excuse for development,, consideration should be given to a road from Forest Gate to join the A350 at Lackham. This would mean A4 traffic towards Bath and A350 South avoiding going through the centre of Chippenham, which it currently does and will do in the future.

I object to all Options proposed by Wiltshire Council, (A and B), for the damage it would do to the landscape and particularly the damage it would do to the site of a medieval settlement adjacent to Stanley Lane. Any development and road are not supported by Bremhill Parish Council Neighbourhood Plan which requires no development North of the North Rivers Cycle Route. The proposal would adversely affect the rural aspect of the Marden valley and it's bio diversity, currently enjoyed by Chippenham and local residents. A Future Chippenham road Option is premature at this stage and should only be considered once the National Housing requirements, which the Government advise are being revised, are released. Furthermore it will increase noise, air and light pollution in this rural area.

EL44

Respondent type: Individual

This consultation has only recently come to my attention. I think it is very bad that it is taking place during lockdown, without due amount of public display and debate. It would have a profound impact on Chippenham and the surrounding villages and all needs to be as widely publicised as possible. It has not been.

The fact that central Government is paying for this road is appalling. Developers will directly benefit financially from building and selling all the housing inside the newly established perimeter of the town defined by the road. It is they that should be paying for this infrastructure, which without their building (for their profit) would not be necessary.

All 3 options pass through beautiful farmland. The disturbance to the current landscape would be an irreversible tragedy to a beautiful area that could be better put to creative use for the amenity of Chippenham, not just the sprawling expansion of the town.

The fact that all 3 options require huge bridges to be built across our beautiful River Avon is unspeakable. I have no doubt that you are downplaying the inevitable impact on the Avon flood plain and the local public have the right to expect very detailed work by credible independent bodies on this subject.

That said, on the understanding that I am commenting on what I believe to be 3 unnecessary schemes, in all zones Option C (the Inner Route) is the best. Next best is Option B (Middle). Option A (Outer) should not be seriously considered.

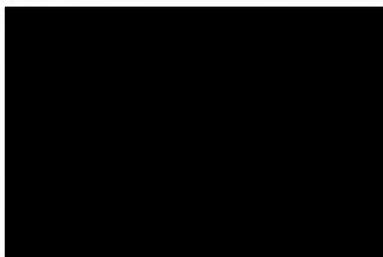
Option C is noted as being more visible in the Southern zones, so everything possible would have to be done to minimise that. This should include lighting that is of absolutely the least prominence possible. Having said that, the other advantages of Option C are obvious:

1. It has the least impact on Lackham College and the important farmland and educational facilities there.
2. It requires a new roundabout just North of the existing Lackham roundabout. This will somewhat ration the flow of traffic on to the A350 at Lackham, which looks like it will be huge and problematic with any of the 3 options.
3. The connectivity into the Southern part of the existing town limits is better.
4. It is furthest away from the historic National Trust village of Lacock. A village whose beauty is - currently - recognised nationally and internationally.

EL45

Respondent type: Individual

Wiltshire County Council
Strategic Planning Department
(re Future Chippenham Consultation)
Bythesea Road, Trowbridge
Wiltshire BA14 8JN



26th February 2021

Dear Sirs,

REF: 1. Future Chippenham Consultation Options (Housing & Roads) 2. Proposed Solar Farm at Forest Gate by Eden Renewables.

My husband and I would like to put forward our views on the two above proposals with a "NO, NO, NO," to all the road options and a "NO" to the Solar Farm at Forest Gate.

We have looked very carefully at the two above proposals and feel they are a "DISASTER" for Chippenham and the Derry Hill area.

(a) Climate change is high on the Government's Agenda how can building 7,500 houses (15,000 people) minimum and 15,000 more cars help the planet?

(b) We think the Council should use brown field sites and lobby the Government on this also housing should be affordable for local people to keep them in the area and not for commuters.

(c) This proposal will ruin our wonderful countryside which is part of our Wiltshire Heritage and should not be sold off to developers for their profit and at our expense in the loss of our very beautiful countryside.

(d) We are appalled that Wiltshire County Council even think this is a good idea but they have proved over the last few years that they DO NOT consider the local community ie Birds Marsh Development, the Bicycle Lane fiasco and even more the waste of OUR money on the Monkton Car Park!

(e) We are facing a crises in our countryside i.e. loss of habitat and biodiversity and even the Prime Minister chaired a meeting this week on how serious this is, do Wiltshire County Council care. Apparently NOT!

(f) With regard to the "Solar Farm" by Eden Renewables this too is an appalling suggestion, how can this be good for our wonderful countryside it will destroy the beautiful views of open countryside from Old Derry Hill, New Derry Hill and the A4 from Chippenham.

(g) It will destroy our wildlife, fence off feeding habitats and will remove hunting grounds for

protected animals and birds

(h) If Eden were so concerned about "renewable energy" why are they not using brownfield/industrial sites , they should be lobbying the Government on this rather than ruin the countryside because they can obtain cheap/willing land.

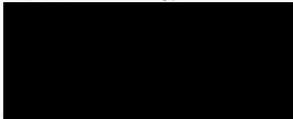
(i) Also the safety of these Solar Farms are questionable as many fires have been known to happen - good for wildlife we don't think so!

(j) Another grave concern , at the meeting we attended, they informed us that they intend to sell this off in 4 years to whom? What are the safe guards with new owners?

The people of Chippenham, Derry Hill and surrounding areas deserve better protection from their County Councillors and we appauld James Gray MP for his comments on these two above subjects perhaps the council should LISTEN to him and us born and bred Chippenham people.

Please acknowledge that you have received our very valid OBJECTIONS to these two proposals by 'e' mail.

Yours faithfully,

A black rectangular redaction box covering the signature of the sender.

EL46

Respondent type: Individual

I have reviewed the correspondence regarding Wiltshire Council's new road plans for Chippenham and, although I live out of town, I feel strongly that the whole endeavour is based on erroneous or unwritten assumptions, driven from national government's targets for house building. All too often one hears that local councils have to build more houses, without any supporting data or arguments regarding proven 'need'. What is the requirement because none is visible from residents' viewpoints?

There is scant mention of aims to reduce air pollution arising from road traffic. Yet the proposed plans take no account of the impact on 'green' issues. Further, without parallel development of work opportunities in the area, new residents will be obliged to travel to neighbouring cities and towns for work, thereby adding to congestion, delays and air pollution. We should be avoiding building dormitory towns which will only add to the pollution in our beautiful county.

Because of the above arguments, I object most strongly, to the building of new roads, without seeing a comprehensive plan covering all aspects of town expansion, including new employment opportunities; new infrastructure and projections quantifying the negative effects on air and water quality.

EL47

Respondent type: Individual

As a resident of Studley Calne, I object most strongly to more destruction of the countryside, through the beautiful valley. I would like my objection noted.

Desecration of the Wiltshire countryside is not the answer. Building a new town with 7,000 houses will in its self cause extra infrastructure issues to the surrounding road network too. It will be used as a cut through for major traffic from the A350 that currently uses the town and A4. It will also have to take another possible 14,000 vehicles just from the new housing. The whole landscape of Calne and Wiltshire will be unjustifiably changed. It will cut through some of the most scenic beautiful countryside in Wiltshire.

I also do not trust the council to keep it to a 30 mph limit if it was built.

I will certainly not want to live that close to the destruction, pollution and noise.

EL48

Respondent type: Individual

May I respectfully point out that your transport options do not include the use of a motorcycle.

EL49

Respondent type: Individual

I object to the current plans and timescale for these reasons:

1) This will completely and permanently change the nature of Chippenham on a flawed premise of continued large-scale growth. A premise that is anything but inevitable post-Brexit. Housing developments will only be part of your long-term plans - no doubt you will be only too happy to "unlock" any remaining parcels of green land for trading estates and retail in the same way that the area south of Sainsbury's has been "improved". Given the UK's calamitous economic downturn, such sites are likely to sit empty for a long time to come.

2) Taking into account point 1, the only remaining beneficiaries of the plan would seem to be landowners, developers and the council.

3) Is Basingstoke-on-the-Wold really the extent of the Council's vision?

EL50

Respondent type: Individual

This unwanted development is undemocratic and is destructive of much needed farmland in the Chippenham area.

There is no detailed information available as to why these houses should be built in the Chippenham area, which has been inundated by years of house building and with the resulting traffic problems, which have been ignored; much to the annoyance of those close to main 'through roads'.

It is all a mystery why the lack of REAL consultation has - time after time - been brushed aside.

Chippenham people love their surrounding countryside, and are truly mystified by this lack of egalitarian and regional attitude to countryside matters.

Rural matters matter. Farming matters. Public opinion matters.

EL51

Respondent type: Individual

I object to these proposals on
The damage it will cause to the environment
The loss of green space only amenity on pewsham side of towns
The likely increase in traffic in the town of chippenham. A by pass will not reduce it but increase it
Potential increase in traffic in pewsham
Building on a flood plain
Lack of car parking in the town
No work Or industry on pewsham side of chippenham
London road is often road of choice rather than Avenue la flèche
What will future generations think about the destruction By conservative wilts council Has caused
Won't solve the Beanacre Melksham issues
Is the wish to build this road On council owned land just about money
I live in chippenham and have done so for 36 years you should have consulted about the road before you applied for govt funding
I object to all road options and the plan to build 7500 houses

EL52

Respondent type: Individual

After watching the presentation, I have tried to fill in the consultation form but it does not have enough options. I can only answer on the 3 road options. I would like a fourth option of no Road. Could the form be corrected to reflect this please. The form makes assumptions which are not really consultation in my opinion. Thank you

At some time in the future I anticipate that the old railway line will be looked at in consideration for of being reinstated. This will be for the purposes of a greener planet, ensuring less cars are on the road, less pollution and an efficient transport link between the two towns. Where the proposed new ring road crosses the path will this be taken into consideration during planning?

EL53

Respondent type: Individual

I see very little evidence to give justification to this scheme apart from gobbling up some glorious open land to deliver profits for landowners and developers. It will destroy much of what makes Chippenham attractive.

Those that live locally know that congestion in the Town only takes place at certain times of day and could be relieved by some creative transport measures. In addition no consideration has been given to the impact on the A350 at Lackham where 2 roads will join. I live near Lackham and never drive THROUGH the Town to get to another destination. If I don't just tell me who would?

You are approaching this with a viewpoint from the past and attempting deception as the real reason is to facilitate massive development to the south and east of the Town that would be its ruination. It is particularly interesting that you have used a cyclist to promote the road in your video - another deception.

I am thoroughly opposed to this scheme and will be until you have demonstrated a genuine need for it. Just because you have £75 million is not sufficient.

EL54

Respondent type: Individual

Subject: Fwd: Avon and Marden Valley development

In recent years there has been a growing international awareness of the need to counter climate change. It is now a challenge to balance the equation between human needs and the conservation of nature and the environment. On 4 November 2019 our Government launched a scheme to increase tree planting every year until 2050. 'The Times' reported this week on 2nd December that the Government's Advisers had advocated that this tree planting should be quadrupled from the 13,000 Hectares of 2019 to 50,000 Hectares by 2035.

Before us is our opportunity. Instead of engulfing this tract of former agricultural land with sprawling suburbia sliced though by a main road let's consider an alternative. History can help us. A map of the County first published in 1611 by Speed, as reprinted in 1646 by Janson with green demarcations of the woodlands show this area as an expanse of woodland adjacent to Pewsham Forest. This is an opportunity for Chippenham and North Wiltshire to respond to the tree planting agenda of the Government and abandon absolutely the irresponsible development proposals. This is entirely consonant with the current ethos of historically informed restoration for which our successors will be grateful.

Currently, the perimeter of Birds Marsh is being insensitively circumvented and strangled by development. Let us be sure that the same rural desecration does not occur here.

Finally, the cost ? I refer you to a report on p.3 the 'Western Daily Press' of 10th December. This explains the roles of DEFRA, and the National Lottery Heritage Fund, whose grants, varying in size, totalling in excess of £3.86 million have been already been disbursed to The Woodland Trust and National Trust. I conclude by suggesting that the former may be an interested society in the present context in restoring a portion of the former Pewsham Forest. A statement by the Environment Minister and MP for Taunton, Rebecca Pow fits our situation:

'These projects will drive forward work across England to restore and transform our landscapes, boost nature and create green jobs' and this area if reforested it will in time become an asset for the study environmental and natural sciences at Abbeyfield School.

EL55

Respondent type: Individual

Response to the Consultation on the Future Chippenham distributor road route options

Having reviewed the documentation for the above proposal, my response to the Consultation is given below.

- The £75 million funding package was secured in November 2019 from the Government's Housing Infrastructure Fund and was intended for a relief road to the Eastern side of Chippenham that would support the building of 7,500 new houses.
- The original proposals for this road building project pre-date the Covid pandemic and was reflective of the old mindset that building more roads was a good thing. However, in the ensuing periods of Lockdown people have had the opportunity to experience a slower pace of life and to fully appreciate the value of our local environment and its biodiversity – and to recognise the threats posed thereto by Climate Change induced by human actions.
- It is widely recognised that once the spread of the virus has been contained, we will have the opportunity to plan for a better future by doing things differently. This has been endorsed by the Prime Minister who in June 2020 promised to 'Build Back Better, Build Back Greener'.
- In contrast the Future Chippenham new road plan and the associated housing development would 'Build Back Badly', being rooted in the past. Those plans would concrete over large areas of agricultural land to accommodate 7,500 new houses, and the new road would cut a swathe through many acres of green space, destroying the ecosystems of biodiversity as it goes. The beautiful Marden Valley, one of the green lungs of Chippenham, would be ravaged.
- New roads mean more cars. The proposed 7,500 new dwellings would add perhaps 10,000-15,000 extra cars, plus a substantial number of other vehicles to service the new estates. This would lead to a large number of additional vehicle-journeys being made on the local road network. Those heading to Chippenham town centre from the new housing developments would add to the congestion in a road system that was never designed for large volumes of traffic.

In the timeframe of this project many of these vehicles will be electric powered. However, whilst electric cars may have lower carbon emissions than petrol vehicles (reflecting the carbon intensity of the National Grid), there is still a significant carbon footprint associated with their manufacture and operation. Accordingly. The Committee for Climate Change's plans for reaching Net Zero includes the need for fewer journeys to be made by private cars and service vehicles¹. Therefore, rather than building new roads, Wiltshire Council should be supporting measures for alternative means of transport to wean people off car ownership. Such sustainable travel measures are well articulated in the recent report² of the Wiltshire Council's Environmental Select Committee.

- Projections³ prepared for the Committee on Climate Change show that the frequency and severity of flooding events will increase as climate change progresses. Increased flooding events are already being experienced in many parts of the country, including the River Avon valley near Chippenham. In stormy weather large housing developments of the type being proposed for the Eastern side of Chippenham would generate significant groundwater run-offs in an area where flood risks are already high, thereby exacerbating the problem.

- Clearly Wiltshire Council has failed to take account of (i) the changes in behaviours driven by the pandemic, and (ii) the need for urgent action to combat Climate Change – despite having acknowledged the climate emergency in February 2019 and having pledged to reduce carbon emissions in Wiltshire by a sufficient amount to make the County carbon neutral by 2030.
- It is noteworthy the Environmental Select Committee’s Recommendations⁴ for tackling climate change recommends at point 11:

“That the Council, in its capacity as Local Planning Authority, promotes the delivery of new homes on brownfield sites wherever possible, including innovating to achieve higher densities on such sites, so as to avoid the permanent loss of agricultural land and associated carbon emissions.”

The Council should now heed this advice and abandon this plan which would lead to the loss of valuable agricultural land. In a post-Brexit, Climate Change-aware world, the UK needs to grow more food to reduce our dependence on others, and to minimise foodmiles to reduce our carbon footprint.

Priority should be given to the use of brownfield sites. Wiltshire is a large County with sufficient brownfield sites capable of accommodating large numbers of new dwellings, without the need to ravage the countryside hereabouts. Indeed, the success of home working during the pandemic is likely to become a permanent way of working for many, as the home worker avoids the time spent on the daily commute and the company would benefit from a reduction its expenditure on office space and equipment. In consequence, more office buildings are becoming surplus to requirements, thereby offering the prospect of further brownfield sites being released for re-development.

This offers a better way for meeting the future demand for new housing in Wiltshire.

For the reasons set out above I register my strong objections to the proposed new service road and the associated housing development.

[REDACTED]

¹ The Sixth Carbon Budget, The UK’s path to Net Zero, Committee for Climate Change, page 97, December 2020.

² Report of the Global Warming & Climate Emergency Task Group, Environmental Select Committee, 13 January 2021.

³ Climate Change Risk Assessment 2017: Projections of future flood risk in the UK.

⁴ Environmental Select Committee report, 2021

EL56

Respondent type: Individual

I am writing to oppose the plans to expand Chippenham and to construct new roads around the town.

When the UK Government is at pains to reduce our emissions and is setting world-class goals for our country, individual attempts like those proposed by Wiltshire Council to accommodate traffic and expansion rather than deter increased traffic are in direct opposition to government targets.

The current route options all expand traffic and associated emissions into previously unspoiled rural land. They will reduce air quality in an area that enjoys better-than-average air quality.

Further, the proposed routes all provide potential infill construction sites that will encroach on previously unspoiled farm/rural land. If the issue is a requirement for town expansion, then surely expansion towards an existing main transport network (M4 and train station) would be more logical? The proposal does not answer the question: why is the new road required? It appears to be an attempt to accommodate traffic rather than remove traffic and provide a more robust public transport network.

The proposal does not address air pollution, air quality and emissions, or plans for the reduction of fossil-fuel powered vehicles from our roads in line with UK Government published targets. Instead, it appears that Wiltshire Council plans the direct opposite. In Autumn this year, this country will host CoP26. It is a timely opportunity for Wiltshire Council to reveal how it plans to address global environmental issues and its responsibilities towards a rural communities, rather than its plan to increase pollution and expand construction into rural property.

EL57

Respondent type: Individual

PLease can we reject the construction of the new road and destruction of the Avon Valley tomorrow, we need to maintain habitats not destroy, with good town planning there is plenty of room in chippenham for new homes without destroying the avon valley.

EL58

Respondent type: Business/Organisation/Stakeholder Group – Environment Agency

Thank you for consulting the Environment Agency on the proposed road options for the new Chippenham distributor road. For future consultations please send your email to swx.sp@environment-agency.gov.uk.

We note from the options provided that all three proposed routes involve crossing the River Avon twice, both to the north and south of the proposed routes. Ultimately we advise that minimal impact on watercourses should be achieved. This means fewest overall 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.

Travel habits/sustainable transport

It is an important opportunity for emerging major infrastructure schemes, especially transport schemes, to take account of a likely shift in working and travel habits, as we move out of the covid-19 pandemic. The impacts this may have on the future needs of Chippenham residents and road users should not be discounted. This is particularly pertinent as the emerging Chippenham Masterplan is making provision for a more self-sufficient community, which will likely mean shorter commuting distances for residents and potentially less car journeys per person.

The road scheme should make a positive contribution to green infrastructure for Chippenham in order to provide for pedestrians, cyclists and public transport. This would align with a likely shift in working and travel habits and also contribute to climate change mitigation – a win-win for the town.

Smaller watercourses

There are several smaller 'ordinary' watercourses which provide multiple benefits to biodiversity and water quality, which are also impacted by all route options. These provide crucial habitat corridors, help provide water quality benefits and help local species adapt to climate change and habitat fragmentation. Where possible the impacts to these must be avoided and then minimised. The importance of these smaller waterbodies should not be overlooked and a Water Framework Directive (WFD) assessment will be required taking into account 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.

Flood risk

The development of the road infrastructure must not increase flood risk elsewhere, and under National Planning Policy should be delivering flood risk betterment for the existing community and the new development closely linked to the wider Chippenham Masterplan and road scheme. We are pleased to see this has been acknowledged within the PEAOR along with the requirement for detailed model to support the proposal, and the requirement for suitable mitigation where areas at higher risk of flooding cannot be avoided.

Biodiversity

Where impacts on the river habitat cannot be avoided such as bridges and crossings, 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.

In terms of the options presented we have the following comments.

Zone 1

We agree with the conclusion that option B is the preferred route in terms of both water environment and biodiversity. We agree with the factors assessed which include reducing the number and length of crossings over watercourses, especially the River Avon. We note that option B will cross a greater length of floodplain which will need to be modelled and mitigated for from a flood risk perspective. We are pleased to see this is stated in section 4.5 of the

Preliminary Environmental Assessment of Options Report (PEAOR) report.

Zone 2

From a biodiversity and water environment perspective, option A would be the best option here, 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.

Zone 3

We agree with the conclusion that option B is the preferred route, having the fewest watercourse crossings and length of channel impacted.

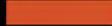
End

3

Zone 4

We note that the River Avon crossing proposed for each option in this zone 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 we support. In terms of the other aspects assessed we would agree with the conclusion to support option C from a biodiversity perspective.

In conclusion our preferred route would be a hybrid of the three proposed. We attach a map to this letter with our preferred route shown in yellow to assist in your understanding of this.

-  Option A - Outer Route
-  Option B - Middle Route
-  Option C - Inner Route



EL59

Respondent type: Individual

After attending your public consultation for the Future Chippenham Distribution Road Project on 11th February I would like to register my objection to the scheme.

Reasons for my objection are as follows:

1. Building on undeveloped land / loss of habitat connections. The area is teeming with a variety of macro and micro flora and fauna. Building this distribution road will break up habitats and likely lead to more road accidents, due to the deer that frequent the fields especially near London Road.

2. Soil degradation. The asphalt used on the road, the disturbance from building embankments and construction vehicles, will lead to a loss of functioning soil and compaction. Soil is a major CO2 store due to the microbes in it. Compacting and covering the soil in asphalt will prevent CO2 being stored, which goes against Wiltshire Council's Climate Emergency statement, which looks to make the county carbon neutral by 2030! Along with a climate crisis we face a fertile soil crisis and degradation at this scale should be considered more within your reports, not just stating the soils grade, but calculating the loss of CO2 absorption that will occur due to the scheme.

3. Increased pollution. The point of the distribution road is to reduce congestion. However, when roads are built they increase traffic volumes, thus increasing pollution. As your councillor even said at the stakeholder engagement, the developments that are associated with roads also cause the increased congestion. If only the road is built, pollution around Chippenham will still increase and you will have a larger problem to deal with in the future, rather than it being concentrated to the west at the moment.

4. Climate Change. Wiltshire council announced a climate emergency in early 2019, with the aim of being carbon neutral by 2030. Building new infrastructure on undeveloped land for polluting vehicles goes completely against this commitment.

5. No Recording of the SDGs. The UN Sustainable Development Goals (SDGs) are fundamental to demonstrating how a project is contributing to sustainable development. Scanning your reports I have come across no such reporting. This needs to be included to demonstrate the projects positive and negative impacts of sustainable development and how the negative impacts will be mitigated.

6. Negative Social Impacts. The residents of Pewsham Estate and neighbouring villages and hamlets use the adjacent fields for recreational purposes. The ability to easily access the natural environment plays a big role in mental wellbeing. This year highlighting that more than ever. The road, along with the suggested developments associated with it, would move these people's homes into a highly urban area. Not only does this reduce access, especially for the elderly and disabled, to a more natural environment it also destroys vistas from their homes.

7. Archeology and UXO. The area being considered is where the bombs were discovered during the construction of Abbeyfield School in the 90's. Additionally, the area is associated with the battle fought by King Alfred and the vikings. In your PIER report there is no acknowledgement of the archeological potential of the area, or even the acknowledgement of the potential for UXOs within the area.

I do believe this is the wrong project for Chippenham at the moment, I understand the project links to the lack of affordable housing and the push from the government to build homes to reach a target. However, on a global environmental scale and a local social scale I truly believe investments into this road and then the following developments are wrong. I believe investment into the current infrastructure in Chippenham would be better. Cycle lanes are inadequate, there are no wild farms within the area and good access for the elderly and disabled around Chippenham is limited.

Therefore I would like to register my objection to the Future Chippenham Distribution Road Project.

EL60

Respondent type: Individual

I wish to make an objection to the proposed new distributor road and further development of 7500 houses.

My family will be directly affected by this as one of the proposed road routes comes through the fields of the farm we live on. It absolutely sickens me that acres and acres of prime working farm land and unspoilt countryside containing numerous habitats for the native flora and fauna will be destroyed and brushed aside to suit your idea of the estimated 7500 houses and distributor road which in my opinion will not elevate traffic but increase traffic and therefore car use during a time when we are supposed to be in a climate emergency which you declared. Have you not learnt anything?

I understand there is some need for development however, I find you seem to lack total imagination when it comes to these procedures. You only seem happy to line the pockets of those involved with the development process who already make extortionate amounts of profit from cheaply built modern homes whilst destroying swathes of countryside in the process.

Why has Chippenham been allocated such huge numbers of housing, 9225 in fact, a 20% share of the whole of the Wiltshire housing target. Surely that is massively disproportionate. Chippenham has already seen huge areas of development in recent years with a lot still ongoing.

Instead of concreting over approximately 600 acres of prime countryside you should concentrate your efforts on rejuvenating the town center and using areas within the town, such as above shops or the disused buildings and brownfield sites, to create dwellings for people from all walks of life in the local area, not concentrating on the commuter belt elite that push up house prices for the rest of us here.

Where is your thought for the local farmers and food producers?
If the pandemic has taught us anything it is to appreciate local businesses, locally produced food and the great local countryside and community.

We do not want to become another Swindon, we do not want the new road and we do not want a further 7500 houses.

We want environmentally friendly schemes that will promote healthy living and an appreciation of the natural environment with a focus on locally produced food. Try and think less about numbers of houses but more about quality of living.

EL61

Respondent type: Individual

I have lived in Chippenham for over 34 years and although I understand the importance and overall value of the new road for Chippenham's future prosperity I fear that the town itself may well be neglected at the expense of this development.

I would encourage the Council to use some of this promised money to develop the town centre and provide adequate parking and the other social and commercial facilities we so desperately need.

I think our MP, Michelle Donelan is exactly right in saying that although infrastructure is important, there are other pressing issues to address. Please make sure that this happens.

EL62

Respondent type: Individual

25 FEB 2021



14th February 2021

Future Chippenham Team
Wiltshire County Council
County House
By The Sea Road
Trowbridge
Wilts
BA14 8JN

Dear Sirs

Re Future Chippenham

The distributor road is what Chippenham needs. Since moving here, in 2013, from Bristol, I have noted a number of points at which a ring road could be constructed

Having listened to all 3 videos re routes A to C I am confident that route A is the one to implement. I am also pleased to know that the Rawlings Farm development could proceed at last. It has been the subject of a number of planning applications. Two years ago I was told that a developer had bought the farm. Once a road bridge spans the deep railway cutting the developers will move in.

No doubt that the owners of New Leaze, Harden and the other farms affected are on board. It is assumed that the Team have quotes from contactor^s for all three routes.

Route A gives the greatest scope for Wiltshire County Council to allocate the sites for housing and possibly industry. This should stop piecemeal development. Go for the major capital investment, especially with the Government grant. Should more finance be needed no Government would want to see money spent wasted. Build Route A.

Yours faithfully



EL63

Respondent type: Individual

I have completed your online form but you have not supplied a space for anyone to actually REJECT all three road relief proposals. All your predictions were predicated on pre-Covid 19 life. During this pandemic many people have realized that they can successfully work from home rather than sit in their car for hours to travel to and from home and work. Many people have reduced their car usage and there are reports that people have got rid of their second car. In addition there are reports that one of the MAIN things that have kept people sane over this last year is ACCESS TO GREEN SPACES. We know that concrete and man-made products and noise together with noise are very unhealthy for us and that it is our connection to the environment that ensures our health.

Why don't see how things pan out post pandemic before we start ploughing up all the beautiful green fields around Chippenham and at the same time destroying habitats for other animals that are trying to share this planet with us.

In addition I thought we now had a Government that was suppose to be very Green and that the environment was suppose to be at the top of our agenda. Well building more roads is not environmentally good. Why can't we be innovative and have more cycleways, footpaths rather than just go for more roads.

I would like to see more trees planted. I would like to see less rubbish everywhere. I think for our and for other species survival we need to think differently and protect the planet we inhabit.

EL64

Respondent type: Individual

I've just sat through the YouTube video on the new road plans. How can this be considered a good idea? Do you people have no understanding for the ecological damage this will do? This will be terrible for Chippenham and an absolute disaster for the surrounding countryside. 7000 new houses and how many more cars does that mean? 10,000 perhaps? If you are looking to destroy a small market town - well done, this will certainly do it (it will become another Swindon) with just masses of urban sprawl. How awful, Wiltshire Council should hang their heads in shame. Carbon neutral pledges. You're not thinking things through.

EL65

Respondent type: Individual

It is lunacy to keep building on Greenbelt land. Especially highly productive lands such as the 1000 acres of prime farmland earmarked for 750 houses.

Please reject this idea

EL66

Respondent type: Individual

I am writing to say that the new road plan seems crazy in terms of the visibility to the East especially above Tytherton Lucas. Surely it would be sensible to use the topography and follow the inner route at this point where the natural hill would shield the development from the surrounding countryside ?
Please confirm my objection.

EL67

Respondent type: Individual

I absolutely object to the future distribution ring roads around Chippenham, which intends to feed the massive housing development.

It is outrageous that the Avon and Marden valley and the 7500 houses the Council aims to build on green fields around Chippenham. The route for your proposed 'distributor road', which will feed the huge housing developments. This is before we have been asked if we need the road, and all those houses and you even admit that your plans will create 'two new suburbs' (yes, really) for Chippenham, on the 600 acres of green fields that are productive farms just now. A carve up!!

EL68

Respondent type: Individual

With employment opportunities situated on/adjacent to the A350 (Bumpers Farm, Methuan Park and newly advertised employment land at Rawlings Farm) to the West and South, a huge amount of money is proposed on what is basically a residential road to the East of town.

The proposed spatial plan is still under consultation and doesn't appear to have recognised the infrastructure already in situ, the A350. Whilst I object to the proposed spatial plans' impact on the town and environment, I am also dismayed that Wiltshire Council does not appear to have explored the transport opportunities that already exist, save for going to the department of transport every so often to seek more money from the 'pinch point' scheme for the A350 around Chippenham.

I note a number of answers to questions from viewers of the road webinar presentation are 'awaiting input from technical specialists', surely all of these answers needed to be debated prior to the deadline for the options.

Existing impact studies on major infrastructure requirements of both housing and transport prior to the current Covid 19 pandemic need to be reevaluated in light of changes to people's lifestyle and work environments.

EL69

Respondent type: Individual

You asked for comments on the various route proposals as part of the public consultation exercise.

As a Chippenham resident I am totally against all of the plans. We don't need yet more houses, people and vehicles and we don't want such a negative environmental impact. We should try to stop Chippenham becoming the next Swindon.

EL70

Respondent type: Business/Organisation/Stakeholder Group - Landowner (Summix)

**CONSULTATION ON THE FUTURE CHIPPENHAM DISTRIBUTOR ROAD ROUTE
OPTIONS**

I write with respect to the above consultation.

Although we have no particular preference for the route to be chosen, we wish to express our support for the route through Zone 5 (Rawlings Green) which is common to all options.

In this context we trust that the Council will support the unencumbered delivery of the link road scheme as it is expressed in the terms of planning permissions 18/02037/FUL and 15/12351/OUT. Delivery of the link road in these terms is essential to the prospects of the delivery of the Chippenham Distributor Road, in whatever route option is chosen. Without the Zone 5 Rawlings Green highway scheme being implemented there is a possibility that the HIF funding of £75m for the Distributor Road could be prejudiced.

I trust that these comments are of assistance.

EL71

Respondent type: Individual

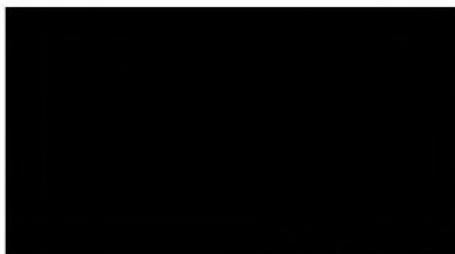
I wish to strongly raise my objection to the proposed link road across farmland to the east of Hardens Mead, Abbey Field School and Stanley Lane.

Wiltshire County Council are excessively over playing the need for this road. It will destroy this area of natural beauty.

In my opinion linking the A350 from the Lackham roundabout to the A4 at Pewsham will be more than adequate to relieve the traffic congestion coming to/from the M4 heading to the A4.

EL72

Respondent type: Individual



3rd March 2020

Dear Wiltshire Council

I am very much against the new proposed route on the eastern side of Chippenham. Wasting good agriculture land a total blot on the land scape for what!! if we got to have a by pass let it come off the 350 just before Leckham Agriculture College. its a continued road from the motor way going West. We are really fed up with White Elephants in Chippenham, you make a mess helped by the Town Council -

No1. Hat-Business Park. off the motor way ^{M4} total waste of money + you have taken good agriculture land for what
No2 Built a Multi storey car park but thats on its face; total put in the wrong place in Chippenham
You are driving people out of Chippenham

far too much for car parking fee
Not Seate. + Clunium Park. total mess
put here in the wrong place moved
again in the wrong place. + now nothing
I see it has been postponed again
you have had golden opportunity
to put it in Nestinghouse brown site
but oh no. - But put a stop.
I have not seen any body using the
cycle track in Bristol Road let alone the
Swindon Road. where ^{are} all these wonderful
cycle people! also money should be
put into keeping the Cycle Track to Calne
much more since off the road.
and we do not want any House in
fill on these new proposed Route.
Brown sites should be used first not
good agriculture land.
We have no work here & you are making
more fumes as car travel to work London or S.
Wales. please just listen to the people that
live in Chippenham not the eyes that waste
money. yours faithfully [redacted]

EL73

Respondent type: Individual

To whom it may concern,

I have put together the below response with respect to the Future Chippenham Scheme public consultation. The existing form does not allow me to highlight the numerous issues I wish to discuss, therefore I am sending you this email to provide these details (please see attached document).

I hope this goes some way to outline my concerns. I would appreciate it if you would confirm receipt of my email.

Future Chippenham Scheme

A new road has been proposed with the intention of creating in essence a ring road around Chippenham, with a further expectation to develop two new suburbs on the Chippenham side of the road creating thousands of additional residential units. Three separate routes have been proposed, however no material consideration has been given to the environmental impacts such a road may have, and having investigated myself I can see a range of potentially very serious issues which have not been addressed and will be incredibly difficult to mitigate for in any meaningful way. I have outlined a few of these issues below.

Great Crested Newts

The information provided to date indicates that the shortest proposed route will impact a population of great crested newts with a proposed translocation to mitigate for this issue. However having investigated further each of the three routes all have significant potential to negatively impact great crested newts. The main areas of concern are outlined below.

Habitat Availability

A search of ordinance survey maps encompassing the widest proposed route through to the built environment of Chippenham was undertaken (this accounts for each of the proposed routes). In this search area there are a total of 24 recorded ponds each of which have the potential to provide opportunities for breeding great crested newts. These ponds are largely clustered at the east of the search area where there is three known confirmed records of great crested newts. The distribution of these ponds in addition to the confirmed populations in the immediate vicinity gives rise to the serious risk of directly harming newts and/or degrading their habitat quality in contravention of The Conservation of Habitats and Species (amended) (EU Exit) Regulations 2019. All three of the proposed routes are close enough to the identified ponds to have potential impacts on newts should they be present. Insufficient data exists to conclude no impacts in this respect. I will also point out that to the west of this search area an EPS Licence for great crested newts has been granted, indicating that a further or continued extant metapopulation is present at the western extent of the proposed road. This further highlights the risk to this species.

On top of the main search area an additional 2km in all directions was searched. This returned a further 76 ponds. The presence of these ponds and abundance of surrounding greenspace indicates wider suitability for this protected species in and around Chippenham. Confirmed records of great crested newts additionally exist to the south, south west and south east outside of the search area.

In short, the inclusion of a road in the wider environment will cause direct habitat loss and habitat degradation in the long term, with short term impacts including disturbance, injury and death during works in the construction phase.

Habitat Connectivity and Quality

Great crested newts disperse over land to travel between breeding ponds of the wider metapopulation. This requires connected habitats to allow safe and successful dispersal. In its current state the search area and surrounding habitats are well connected via grasslands, hedgerows, and woodlands. This allows free movement of individuals between ponds in existing populations.

By developing a significant road where newts are present a new and potentially harmful barrier to dispersal is introduced into the environment. Mortality of amphibians associated with large

infrastructure is widely documented, including fast- and slow-moving roads alike such as those proposed around Chippenham. Records of great crested newts are present to both the north

and south of each of the proposed routes, therefore each route presents a significant barrier to dispersal between northern and southern sub-populations, essentially isolating the northern subpopulation of great crested newts by encircling them in a limited expanse of greenspace. This, in combination with the proposed increase in residential developments (direct habitat loss and short term harm) will put significant strain on a protected species by limiting gene flow through the population, reducing breeding success and reducing quality of and availability of foraging and breeding habitats.

In addition to the above the remaining ponds to the north of the road will likely be subjected to degradation in quality through polluted road and surface water run-off. An increase in nitrogen content would also be anticipated (i.e. reduction in water quality) due to increased human activity in the area due to the increase in residential developments, and reduced availability of permeable ground. These factors combined have significant potential to alter the character of the ponds, including flora and fauna associated with them. This will reduce the potential value of the ponds by influencing the existing faunal and floral communities and subsequently reduces the breeding success of newts. This could ultimately result in the local extinction of great crested newts to the north of the proposed roads.

Translocation

A translocation of great crested newts is offered as an option to mitigate for the harm expected from one of the routes (though in reality would be required regardless which route be adopted). However it is worth stressing that a translocation has the potential to spread diseases and pervasive plants associated with pond life e.g. Chytridiomycosis, duck weed, *Elodia* sp. etc and should only be used as a last resort and with care.

Significantly more information is required to assess the actual impact this scheme would have on great crested newts. A population assessment should be undertaken to determine the anticipated impacts associated with all three routes. It is naïve and negligent to assume absence of newts in either case when there is significant potential for harm associated with these proposals.

Bats

Of particular concern regarding this proposal is the potential it has to impact of common and rare species of bat alike, to which no consideration has been given to date. All species of bat are protected under The Conservation of Habitats and Species (amendment) (EU exit) Regulations 2019, which provides protected status to the bats themselves, their roosting sites and their foraging and commuting habitats.

Foraging Habitat

The western extent of the proposed road sits between 4-5km to the east of Bath and Bradford upon Avon Special Area of Conservation (SAC) which has direct habitat connectivity to Chippenham via a network of hedgerows, woodlands and a vegetated railway line. This SAC is a statutory designated site identified as being of international importance for bats. It is known to support up to 15% of the UK population of greater horseshoe bats during the swarming and hibernation seasons, with other rare species recorded including Bechstein's bats, lesser horseshoe bats and barbastelle. At least one maternity roost of greater horseshoe bat is known to be present within the SAC with more likely to be present indicating of year-round use of the site. These roosts are of high conservation significance and are frequently recorded within the SAC and its surrounding environment. The NPPF indicates that applications should be refused where impacts are anticipated on SAC's and their ecological receptors, which these proposals will likely do (Section 15 paragraphs 175 and 176).

Conservation of greater horseshoe bats is of particular concern with these proposals given their 90% decline in their native UK range over 100 years. Distance travelled from the roost is key in this case, with greater horseshoe bats known to travel 4-5km for foraging purposes. Given this, and the proximity of Chippenham to this SAC, there is a very high chance that farmland around Chippenham will be of value to foraging greater horseshoe bats. Ideal foraging habitat is cited as being a mosaic habitat of cattle grazed fields with pockets of woodland, which is typical of the wider Chippenham area and will be directly lost to the proposed roads and associated residential developments. When considering the additional pressure of increasing volume of residential development in addition to the road itself and associated traffic on what is currently highly suitable foraging habitats there is likely to be a significant adverse impact on this species. Proposals for the various schemes indicate that up

to 800 hectares of quality foraging habitat will be put at risk as a result, for which no mitigation has been proposed. This is in contravention of The Conservation of Habitats and Species (amendment) (EU Exit) Regulations 2019, which affords protected status to the bats themselves as well as their roosts and foraging and commuting habitats.

Mitigation methods for such impacts which have been proposed indicate a simple 'replace roosting opportunities'. This is not acceptable given the rarity of species, conservation importance of roosts and the complexities of roosting requirements for these species, particularly in light of mitigation measures having been regularly demonstrated to be only being partially successful in most cases, and sometimes entirely unsuccessful.

It must also be noted that bats will be using the search area for foraging purposes from much nearer roosting sites. For example immediately north of the search area at the southern extent of Chippenham a granted EPS licence for a works around a lesser horseshoe roost is known. Individuals and colonies of bats in these areas will rely heavily on the immediate surrounding countryside for sustenance and greater consideration must be given to this.

Habitat Connectivity

The majority of summer roosts of greater horseshoe bats are located within 20km of the winter hibernaculum therefore it is a fair argument that commuting bats will be using the railway corridors, river and brook corridors, hedgerows, woodlands and tree lines to commute between the winter hibernacula and the summer roosts. Similarly Bechstein's bats have a catchment area of approximately 20-30km for their swarming sites indicating the potential importance of the commuting corridors on their breeding success. Disrupting these flight paths will be highly detrimental to the widespread success of these species over a far wider area than just Chippenham, with consequences likely to be felt over a much wider zone of influence. Such disruption comprises the direct impact of habitat removal and/or degradation due to pollution etc., but also the major potential impact of artificial lighting due to encroachment of development and roads further and further into the countryside (over habitats noted as particularly important for the conservation of greater horseshoe bats).

All species of bat are nocturnal however greater and lesser horseshoe bats are noted as being particularly light averse, therefore increased artificial lighting anticipated as a consequence of the development proposals will reduce the value of their existing commuting corridors and foraging territories. Even low levels of lighting will deter these species, and strategic lighting strategies are not capable of fully mitigating for the increased lighting associated with the new residential areas

and street lighting on the expected scale of these proposals e.g. increasing sky-glow and conspicuous points of origin. This puts these light averse species at a competitive disadvantage to more light tolerant species in a region of the UK considered to be the stronghold for the remaining population of greater and lesser horseshoe bats. I stress again that the commuting and foraging habitats of these species are protected under the same legislation as the roosting sites and cannot be dismissed given the highly damaging consequences on rare species. The NPPF (Section 15 paragraph 180) indicates that developments should be suitable for their locations, specifying that light pollution for nature conservation must be considered. In this case this policy is of particular importance given well documented detrimental impact of artificial lighting on these highly rare species near an SAC designated for these same species.

The potential impacts outlined here detail the concerns relating specifically to greater horseshoe bats and Bechstein's bats, however the same issues will be experienced by all species of bat known in the locality of which there are many – a data search with Swindon and Wiltshire Biological Record Centre will provide more detailed information however many uncommon and extremely rare species are known to be present in roosts of high conservation status.

Birds

The impact of the proposed roads on birds must also be considered, with the loss of habitats expected to be detrimental to populations of resident and migratory species alike including IUCN red and amber listed species. Agricultural land such as that anticipated to be cleared provides essential resources for winter visitors such as fieldfare and redwing, and summer migrants such as lapwing, which are all known to be present in the area. It can also form a foraging resource for raptors including barn owl, little owl, kestrel and buzzard as some examples. Riverine species will likewise be impacted, with little egret, kingfisher and grey

herons known in the area.

The detrimental impact of roads and traffic on birds is well documented, with many species sensitive to the disturbance associated with them often as a result of increased noise and vibrations. In many species this results in reduced foraging success, reduced nest success and reduced population density, with the impact felt more heavily by shy and less common species. Similarly the installation of the aqueducts will require a significant quantity of work over a prolonged period at the bank of the river. Various water fowl will likely be affected by such works by deterring breeding attempts in the area and destruction of suitable foraging and nesting habitats.

Mortality of birds on the road upon completion will also be expected. Young barn owls in particular are vulnerable to traffic as they migrate away from their nests, though all local species will be at increased risk. Protected species will be put under pressure as a consequence.

Further information needs to be provided to determine the extent to which avian communities can be expected to be impacted by the road proposals given the diverse use of habitats employed by each species. Moreover the cumulative impacts of the road and residential schemes that are proposed must be considered in tandem to fully account for the overall impacts that will be felt. Breeding bird surveys and winter bird surveys should be carried out, however to date no information has been provided

Hazel Dormice

Hazel dormouse have potential to be disproportionately affected by these proposals. Records of hazel dormice in the area are slim, however a granted EPS licence from 2014 for hazel dormouse located to the south west of Chippenham demonstrates that they are in the area, therefore must be

fully accounted for in any development proposals. Dormice are primarily an arboreal species which rely heavily on having a continuous network of interconnected branches to survive and as such are typically found in hedgerows and well connected mature woodlands with a diverse species composition to provide year-round opportunities and a well-structured understorey. Due to their arboreal nature their dispersal capability is heavily reliant upon the connectivity in their environment, particularly in large infrastructure projects where a large number of hedgerows and tree lines can be expected to be perforated.

Much in the same way that great crested newts will be impacted, any hazel dormice on the Chippenham side of the proposed road will be isolated from the wider environment. This will limit gene flow through the population, reduce opportunities within the wider landscape and fragment habitats which are currently well interconnected. Mitigation for this species is not straightforward and can be very costly due to the highly specific habitat requirements for supporting a population as outlined briefly above. Hazel dormouse are protected under The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, providing protected status to the dormice and their habitat, which must be protected in line with this legislation.

The status of hazel dormouse should be properly established to accurately determine the impact this road could have on any local populations, particularly given their reliance on unbroken networks of woodland and hedgerows.

Terrestrial Habitats

The implementation of a new road will invariably contribute to both air pollution and nitrogen deposition into the soil in areas currently free from such pressures, including Bencroft Hill Meadows SSSI, which is an unimproved neutral lowland meadow which supports highly sensitive botanical communities which are vulnerable to nitrogen deposition. Increased soil nitrogen puts these rare communities of plant at a competitive disadvantage compared with common ruderal species known to outcompete rarer plants under nitrogen rich conditions such as common nettle. Unimproved lowland meadows are a particularly rare habitat type in the UK given the extensive agricultural history of the country and are included as a Priority Habitat under the Natural Environment and Rural Communities Act (2006). Measures must be taken to ensure that valuable habitats such as this SSSI, but also vulnerable woodlands and watercourses are fully accounted for in this scheme.

It should also be noted that sites like Bencroft Hill Meadows SSSI and other such local wildlife sites will be subject to a much greater visitor pressure as a result of a net gain in households in areas currently comprising greenfield land which could easily result in soil compaction and

trampling, which many of the rarer species recorded in the area are unable to recover from. Losses in biodiversity will be incurred through direct habitat loss to facilitate any roads including significant grassland cover and hedgerow losses. Given the wide reaching impact this is likely to have this scheme will not be capable of delivering no net losses in biodiversity without significant investment into improving surrounding habitats, which will be difficult with the added complication of residential suburbs being included. Net gain will be significantly more difficult to achieve as a result. The DEFRA Metric 2.0 (or 3.0 once available) should be used to measurably demonstrate the impact the schemes will have, and where net losses are predicted consent should not be given.

The fragmentation and loss of the habitats which will be anticipated to be cleared if the proposed schemes go ahead has the potential to be directly detrimental to numerous species and seems to contravene guidance set out in NPPF Section 15 Paragraphs 170, 171 and 175. Rivers and watercourses

As I have mentioned above there is the potential that development proposals will impact upon the River Avon and smaller waterbodies in the area. Polluted runoff from the road is unavoidable, likely with fuel, oil and particulates which will at some stage make its way through to the watercourses through entering groundwater or via surface water runoff. This type of pollution is widely documented to have a damaging affect on water quality and subsequently the flora and fauna associated with the river.

I have also mentioned an increase in total surface run off as a consequence of increased sealed surfaces associated with the road and residential developments. Whilst the proposals indicate that clear span-type aqueducts will be used to avoid impacting the flood plain, no mention is made of how the increased runoff may affect the river character i.e. increased water speed and/or levels, water acidity etc., and how this might subsequently impact resident wildlife. This is particularly of concern given the number of river crossings proposed and the baseline recommendation to avoid doing just that. For example, otters are known to use the Chippenham stretch of the River Avon and are protected under The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. Further records exist in nearby areas including Corsham, and an otter roadkill was identified in Chippenham Town Centre, therefore their presence is widely documented in the area. The potential change of river character, disturbance from extensive and prolonged works and residents, in addition to an increased potential for fatalities on the roads over the long term will increase pressure on another protected species which has again been left unmentioned in the proposals.

The river Marden is also likely to be impacted by the work proposals. Significant work has been put into restoring the river Marden for the benefit of biodiversity, including targeted methods for improving habitats for brown trout which are known to be threatened. A publicly available survey report from 2015 indicated that's the river Marden was failing with respect to its target condition by having exceeded its target level of pollutants. Remedial works may since have been undertaken, however by increasing human activity in the region between Chippenham and Calne existing measures are likely to become insufficient, and would serve only to increase the pollution levels (including phosphates) in the river. This threatens all users of the rivers and reduces its suitability for brown trout and other such fauna. No monitoring or mitigation has been proposed for this issue, nor any commitment to its prevention has been indicated.

More consideration must also be given to wider aquatic fauna including other species of fish, white clawed crayfish (if present) and the many aquatic invertebrates which support the river system and the wider riverine food web.

Other Considerations

The installation of a road fails to address the key issues with traffic through Chippenham. Many of traffic related issues around Chippenham results from the density of traffic attempting to access the train station. Given the substantial and long term changes in work place usage and working practices associated with the COVID-19 pandemic a reassessment of the need for this road should be undertaken particularly given the global climate emergency. It is anticipated that a reduced demand for trains will be experienced over the long term with a subsequent drop in traffic likewise anticipated. It should be stated that even in the absence of this traffic reduction the new road will not alleviate pressure in the centre of Chippenham - and arguably increase it due to an increase in car-dependant households needing to reach the centre of Chippenham.

Given the likely reduction in traffic in the absence of a new road the implementation of this new route seems to provide little value for money for public funds in the current and future economic climate, and it seems the only justification for this road is to unlock greenfield land for development purposes at the massive expense of the natural environment and current residents of Chippenham and solely benefits medium sized development companies. This is particularly concerning because 1) a recent report highlighting Wiltshire Councils failure to make meaningful change to achieve net zero carbon emissions in the face of a climate emergency, 2) a second report highlighting Wiltshire Council overbuilding on greenfield land beyond requirements at the detriment of a highly pressured natural environment, 3) consultation on a Local Plan with excessive residential housing (almost 5000 more than required), and 4) a lack of a cohesive housing plan reflecting local need and forcing a massive new suburb in a small town with limited infrastructure and little promise to make improvement. Inclusion of a new road will similarly increase the existing issues surrounding air quality and spread the problem over a wider space rather than address the causal issues. It likewise decimates the local landscape value which will only be exacerbated by the planned housing plots being sold off in parcels to developers, who will each take a different approach and with different interpretations of local policy to create a disjointed estate with little regard for landscape wide value, and which will in reality will be incapable of achieving a biodiversity net-gain – especially in the absence of enforcement and follow up of individual development by the council which does not routinely happen at present and allows developers to cut corners with respect to biodiversity.

Given the discussed points in addition to the vast majority of residents and local businesses being against the proposed new road it seems that very few people will benefit from this scheme, therefore it is very difficult to see how there is an overriding public interest for this scheme to go ahead. Adding significant areas of housing against the majority of residents wishes in an extensive greenfield area in Wiltshire, whose main asset is the beautiful surrounding countryside, seems to massively undermine the democratic process and is incredibly counter-intuitive when advocating a 'green recovery' from COVID-19 the climate emergency.

EL74

Respondent type: Individual

I am writing in connection with the consultation regarding the Future Chippenham plans. I live in Calne, however, Chippenham is my home town. I have relatives there. I would normally visit at least twice a week. I also believe this project impacts on Calne and the wider area as well.

I wish to make it clear that I am totally opposed to the entire project. The new road, whether it's called a relief road, a bypass or a distributor road, is not necessary and no one has been requesting it. Further, it seems to me to be a smokescreen for allowing the building of houses over a large area of countryside which is vital farmland.

The justification given for the road is to remove congestion from the town centre. I assume this refers to the road around the old Bridge Centre site as the town centre itself is traffic free. Whilst there can be queues there at certain times, this is not sufficient justification for such a large scale destruction of countryside. Rather than relieve traffic congestion, the new road is more likely to increase it. The occupiers of the planned 7,500 new houses will mostly have cars, in many cases more than one. That is potentially approximately 10,000 extra cars around Chippenham.

The key words in the proposals appear to be "unlock land for development". This is what this project is really about. I do not believe there is a need for 7,500 more houses in Chippenham. There are already developments ongoing in various locations around Chippenham, notably Birds Marsh where an area of natural beauty has already been destroyed. This development would be in addition to those. Who are all these houses for? They certainly won't house the homeless and will most likely be beyond the reach of local first time buyers. We are constantly being told these developments are to meet "housing need" but we are never told exactly where this need lies.

The land that you intend to build on is precious countryside. Not only that, it is valuable farmland. We need to be producing more food in this country and farmland needs to be preserved, not built over. Once built on, the land can never be reclaimed. Agricultural land needs to be kept for agricultural purposes.

There is also the matter of quality of life. People are feeling the need more and more to be in touch with nature. I am sure you will say there are green spaces included in the plans but urban green spaces can never take the place of natural countryside.

If the development goes ahead, the land that you are proposing to build on is regularly flooded when there is heavy rain. This is likely to lead to damp and flooding problems for those new houses. It is also likely to displace the flooding to other areas.

I am especially concerned by the content of the consultation in that the whole project is being presented as a fait accompli. Residents of Wiltshire have not asked for the road or the housing development but it seems the Council have already made up their minds to go ahead with it. This is borne out where it says "the preferred route will be announced in Summer 2021". Not whether it will be built, just which route.

The reason I am sending this by email instead of using the online form is because of the nature of the questions in the form. For example, it asks people to rank the road options in order of preference. There is no option for no road at all. As I said above, this seems to be telling us the road is being built whether we like it or not. That is unacceptable and completely wrong.

I sincerely hope that councillors will take the public's views into proper consideration and that this whole consultation is not just a box-ticking cosmetic exercise. The proposed road and housing estate will not bring any benefits to Chippenham and the surrounding area. The effect will be just the opposite. More traffic, more congestion, more pollution, the loss of yet more countryside and a greater strain on services which are already stretched.

When does the road need to be commissioned by, and when built by
Likewise for the 7,500 houses

Do they expect to submit a planning application for the road before the Local Plan is approved

by the Planning Inspector? (2023?). And if so, do they expect to let contracts and start work before the Local plan is approved?

How much of Council funds will have been spent on the road by the end of this year and what happens if the local Plan does not subsequently include the road either in full or in part?

EL75

Respondent type: Business/Organisation/Stakeholder Group – Chippenham Town Council



Future Chippenham Team
Wiltshire Council
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

05 March 2021

Consultation Response from Chippenham Town Council

Dear Future Chippenham Team,

In response to the Future Chippenham Consultation, the overriding view of Chippenham Town Councillors is that they do not agree with the proposals for any road in Chippenham. Please see attached comments from twelve individual Town Councillors which support this view (**Enclosed Document 1**). This is the official Chippenham Town Council response to the consultation as approved at the Extraordinary Full Council meeting held on Thursday 04 March 2021.

Yours sincerely,

Chief Executive



Councillor comments relating to Future Chippenham Consultation

Against all three road options. I do not agree that Wiltshire Council should be consulting upon a road route before consulting on the number of houses and their possible location. I believe selecting a road route before consulting on the number of houses and their possible location would predetermine the Local Plan. I think all the options on offer would be immensely damaging in terms of environmental impact, traffic congestion and greenhouse gas emissions. I have seen no validated evidence or transparent calculations on the population growth of Chippenham to justify the number of houses rumoured. (Cllr PB, Cllr AP, Cllr NP)

Against all three road options and against the road entirely. I also do not agree that Wiltshire Council should be consulting upon a road route before consulting on the number of houses and their possible location. (Cllr A O'N)

Against all road options. I do not agree that Wiltshire should be consulting upon a road route before consulting on the number of houses and their possible location and believe selecting a road route before consulting on the number of houses and their possible location would predetermine the Local Plan. (Cllr BD)

Against all three of the road options. I believe selecting a road route before consulting on the number of houses and their possible location would predetermine the Local Plan. I think all the options on offer would be immensely damaging in terms of environmental impact, traffic congestion and greenhouse gas emissions. There is no evidence of benefits to Chippenham. The proposal does not accord with what the public told us during the early consultations for the Neighbourhood Plan. I have not added anything to the form you attached, since it does not allow for a 'no' option; further, I am concerned that responses may be skewed in favour of a road as the 'no' option was left out; therefore people may just select the "least worst" route. Yesterday at Wiltshire Council Cabinet Cllr Richard Clewer admitted that the consultation questionnaire should have included a 'no' option. Many members of the public have contacted me with the same concern. (Cllr CC)

Against all these road options and against the road entirely. I have not added anything to the questionnaire form you attached, since it does not allow for this. I also do not agree that Wiltshire Council should be consulting upon a road route before consulting on the number of houses and their possible location. (Cllr CR)

I believe that selecting a road route before consulting on the number of houses would predetermine the local plan. I also question the need for that number of houses in Chippenham. (Cllr DP)



Against all 3 road options, and indeed opposed to the way in which this consultation process is being conducted as it only provides options for a road and no options against the road. (Cllr JA)

I am opposed to the HIF bid and the proposals to put in a distributor road to enable two very large commuter extensions to be constructed in our surrounding countryside. I think the scale of expansion that the road is intended to enable would be immensely damaging to the character of our town, as well as surrounding towns and villages. It would also create far greater traffic congestion that it could possibly alleviate and destroy much of what local people value about living here, with absolutely no guarantee of any future benefits for the town. The road itself would enable the destruction of much of the Avon and Marden valley, removing farmland that is needed by future generations and destroying valuable natural capital in the process. It would also destroy an important carbon sink, release huge quantities of carbon in the construction of unnecessary viaducts over the river and canal and would lock in many years of tailpipe greenhouse gas emissions as a result of promoting commuting. I think the process of consulting on routes for a road, before considering anyone's views on the number of houses that may be needed and their possible locations around the town, is deeply flawed, as is the consultation form that doesn't allow for a 'none of these options' response, which according to Wiltshire Council's Deputy Leader at last week's Cabinet meeting, it should have done. I think the whole so-called 'Future Chippenham' HIF bid development process, which seems to have been designed to severely limit, if not predetermine, the Local Plan options, has been flawed from the outset, including the lack of public consultation, lack of transparency and Wiltshire Council's on-going refusal to share crucial information, for example with regards the conditions agreed with Homes England. (Cllr NM)

I regret to say I cannot support the plan in its present form. There seems to be no justification for the proposed level of new housing. Dumping 80% of Wiltshire's housing needs on to our town seems to me that the plan has been tailored to the HIF bid and vice versa. I do not approve of any of the road options which, in my view will result in the desecration of beautiful countryside and villages. The road to Lacock is a road to nowhere. WCC needs to go back to the drawing board. I could accept the 3500/4000 homes already planned for but no more. (Cllr RB)

Against all the road route options. I have not filled in the consultation questionnaire as it does not allow for this. I consider all the options on offer to be hugely damaging with respect to impact on the environment, traffic congestion and greenhouse gas emissions. (Cllr RL)

EL76

Respondent type: Individual

I would just like to lodge my disappointment that Chippenham is considering yet more road networks around the town.

We simply do not need more houses or roads we need more green land to keep the current residents free of more pollution and more roads...

Since the pandemic People are working from home more and this will without doubt as a normal way of working for many office based staff. I have experience and knowledge of how this will affect local government workers and know for a fact that the MOD will continue to work like this for ever. As a result some staff are actually moving away from the area (as they now can work anywhere) and as a result the huge numbers of both crown servants and contractors will not be required in the area on a permanent basis.

Keep our green and pleasant land please

No more houses and no more roads

EL77

Respondent type: Individual

We need houses but NOT that number in Chippenham. Also what we need most of all is affordable homes, not just a token few but large numbers of affordable homes in places where they are needed.

What about empty houses? I pass 2 every time I walk into my town. They should be used.

EL78

Respondent type: Individual

I feel very strongly and completely oppose your plans for Chippenham/Wiltshire development.

Chippenham does not need anymore roads or endless rabbit hutch-type houses!

What about our beautiful countryside and wonderful wildlife?

How on earth are you planning to replace this, because when it's gone it's gone! You all will be held responsible for a huge loss to this beautiful part of the world.

Wiltshire Council is a disgrace, as it never listens, and does what it wants and does not listen to the views of the community.

I will be writing to my MP and Boris Johnson to stop this debacle!

EL79

Respondent type: Individual

Option A the outer route please

Positive move, let's get it done

EL80

Respondent type: Individual

I object strongly to the proposed road to the east and south of Chippenham. Firstly how can Wiltshire Council propose a road when the housing numbers have not been decided. This is putting the cart before the horse.?

It is clear from the evidence supplied to the other consultation (Local Plan Review) that the housing numbers provided by Wiltshire Council are far higher than the actual requirement.

This case with inflated housing numbers has been put forward to allow Wiltshire Council to qualify for £75m grant to put infrastructure around Chippenham.

This is predetermination of a project that has to pass planning permission.

There is NO public support for this road.

There is NO support from Chippenham, Corsham, and Calne Town Councils. The Parish Councils of Bremhill, and Calne Without all have voted against the road.

The road will create damage to the landscape of the river Marden and Avon valley. Policy NP 3 of the Bremhill Neighbourhood Plan states there should be no development north of the North Rivers Cycle Route.

Policy 51 Wiltshire Core Policy Landscape Development should protect conserve and where possible enhance landscape character and must not have an unacceptable impact on the landscape character.

Policy 58 Wiltshire Core Policy Ensuring the conservation of the historic environment

NPPF paragraph 109 Conserving and enhancing the natural environment

NPPF paragraph 123 Identify and protect areas of tranquility which have remained relatively undisturbed by noise, and are prized for their recreation and amenity value

Policy 50 Wiltshire Core Policy Biodiversity and Geodiversity Sustainable development will avoid direct and indirect impact upon local sites.

The River Marden is identified as a Priority Habitat(Running Water) in the Wiltshire and Swindon Biodiversity Action Plan

All the above policies set out to preserve the River Marden valley, and development including road construction should NOT take place.

I respectfully request that this document is saved and put forward for any Planning Application, and any Examination in Public.

EL81

Respondent type: Individual

I am strongly opposed to both the road and the development proposed as Future Chippenham

As a Resident of Studley I am extremely concerned that Wiltshire Council has not given any information on the traffic implications on communities to the East of the Future Chippenham proposals. This is a major omission that challenges the validity of the results of a consultation with such incomplete basic information. The proposals for 7500 houses and a £100m major road will have much wider impact than the very limited area Wiltshire Council have chosen for assessment and should be the subject of a reconsultation with complete information over the full area affected

A similar issue arose at the time of the West Calne, Bevesbrook by-pass proposals in 2000 when a by-pass and major housing development was constructed with no analysis of the impact on nearby communities such as Derry Hill. The result was the creation of a major rat running problem through Church Road in Derry Hill by north /south traffic on the A3102 seeking to avoid congestion in Calne. The route is wholly unsuitable as it is fronted by a primary school and has no continuous footway. Later traffic calming has been ineffective in preventing rat running and speeding. Traffic surveys in 2015 showed up to 65% of traffic was rat running. This continues to this day and have almost certainly worsened. It is vital that at this stage of consultations that full traffic implications of the road and housing are modelled and residents of communities on the west side of Calne made aware of the impacts.

The transport modelling described in the Economic Assessment section is totally inadequate and makes reference to the performance of only one junction east of Chippenham. That junction of the A4 and A 342 Devizes Road near the Lysley Arms is effectively a priority T junction with the heavy flows on the A4 having priority over the Devizes Rd traffic. The Economic Assessment merely gives a weighted volume over Capacity % for the junction as a whole. That completely disguises the delays likely to be experienced on the Devizes Rd arm of the junction as the the weighting greatly favours the much larger free flowing traffic movements on the A4 that are within the theoretical capacity.

The Devizes Rd arms of the junction are likely to suffer very significant additional delays and congestion due to greatly increased peak hour flows on Devizes Rd and particularly the A4 which are generated by the 7500 houses proposed. By aggregating the weighted volume over capacity for each arm the percentage given disguises the issues that will be experienced by Devizes Rd traffic. The consultation should be transparent and show the impact on all individual arms of the junction not the weighted average which is misleading.

It also appears that the comparisons with the Do minimum option are distorted by there being only additional housing commitments associated with the Do Minimum and no additional employment which would lead to the modelling of greater out-commuting and resultant congestion. The Future Chippenham options include both housing and employment allocations and are not true, like for like comparisons with Do Minimum

The consultation gives no evidence of the amount traffic generated by the proposed development or its distribution and assignment to routes in the network. It is not transparent what future traffic flows will be anywhere on the network or whether the wider area east of Chippenham including Calne has even been modelled in any detail. This is of huge concern to me and local residents and Wiltshire Council should give detailed information on the impact nearby parishes and the town of Calne where traffic conditions and air quality are poor. It should be remembered that Derry Hill and Studley are much nearer the proposals than Chippenham town centre and already have major capacity issues at Studley Crossroads.

A development of 7500 houses, 1m sq ft of employment and a major distributor road connecting to the A350 to both the north and south, will inevitably generate high levels of new

traffic and attract rerouting of existing traffic to the A4 through Calne and Derry Hill, Studley and Sandy Lane. The main junctions in Calne and on the A4 west of the town are already congested and operating close to or at their capacity. An example in point is Studley Crossroads where a development of only 53 houses on the Studley side of the crossroads generated relatively low additional traffic movements on the Derry Hill side, still caused there to be significant queues and delays of over 8 minutes. The developer's traffic consultant showed that peak hour traffic flow on the Derry Hill arm of the junction are 120% of the capacity. This already exceeds all the junctions in Chippenham that have been analysed as part of the consultation and yet Studley Crossroads has not been considered. This is a major omission for a junction so close to the proposed distributor road and a 7500 house development. Studley Crossroads already has traffic flows on the A4 of 16000 vehicles/day, any increase in A4 flows will reduce the ability of Derry Hill traffic to turn into the A4 with delays increasing exponentially and additional safety issues.

These traffic issues and the impact of the development and new distributor road on Studley Crossroads as well as Curzon St and Silver St junctions in Calne must be analysed and properly considered as part of the consultation. Without this information the proposals should be rejected and not deferred to a later stage to consider mitigating measures.

Mitigating improvements are likely to be considered and rejected as impractical or prohibitively expensive. Studley Crossroads for example has been developed on all sides so there is very little room for improvement and as mentioned earlier is now a major rat run for drivers avoiding congestion on the A3102 in Calne. The only factor suppressing demand for greater use of the route as a rat run is the current difficulty in turning right onto the A4. Any improvement in capacity on the Derry Hill Arm at Studley Crossroads will attract a corresponding increase in rat running traffic to an unsuitable route with environmental and safety issues. Any delays introduced to the currently free flowing A4 traffic will create unacceptable noise and air pollution problems close to new residential property.

Developments of scale of Future Chippenham require much more detailed examination over the full area affected which must include Derry Hill, Studley, Calne town centre and the area between Calne and Chippenham. The consultation report contains reference to benefits to Chippenham but does not make any reference to the detrimental impact on Derry Hill and Studley which are only one mile from the proposed distributor road, - much nearer than most of Chippenham.

The parameters used to assess and model the traffic impact are unclear, out commuting from Chippenham at 64% and Calne at 76% is very high. With little or no information or confidence in the type of new employment envisaged it can only be assumed that the current imbalance between jobs and housing will be further exacerbated resulting in very high levels of peak hour traffic generated. A4 traffic levels through Derry Hill, Studley and Calne will inevitably rise significantly with increased travel to work journeys to employment areas to the east such as Berkshire and Hampshire.

Please record my response as a NO to the proposals until you reconsult in an open and transparent way with full traffic modelling of the areas east of Chippenham and conduct a much better consultation which I found hugely frustrating with a skewed and very confusing consultation

-
1. Please can you tell us much more about your modelling of traffic in Chippenham
 - a). How reliable is the predicted traffic info. - does it accurately model current traffic movements
 - b). What are the predicted traffic impact on West Calne and particularly the A4 and Studley Crossroads, Derry Hill, Devizes Rd etc
 - c). What are the expected levels of out commuting, Calne and Wiltshire as a whole have

high levels of out commuting. 1M sq Ft of employment does not seem very much for 7500 new houses. What assumptions have been made about the make up of the employment land.

d) What levels of bus usage have been assumed - Wiltshire's subsidised bus services have been heavily cut over a long period including 10+ years of austerity.

e) what are the expected reductions in traffic in the town centre and how congested will the new distributor road and its main junctions be - how does the does the A4 junction perform and how big is it?

EL82

Respondent type: Individual

I do not support any road being built. This consultation is premature. The business case for the HIF bid was based on the roads to the east and south of Chippenham opening up land for the development of 7500 houses. This number has not been justified in the emerging local plan. The consultation on this closed on 9 March and during the consultation it was objected to by Bremhill Parish Council, Chippenham Town Council and Calne Town Council. The road consultation is an attempt to predetermine the housing numbers for Chippenham and Bremhill Parish.

Based on the current plan (CSAP) there is no requirement for the road.

Any development north of the North Rivers cycletrack is not permitted in the Bremhill Neighbourhood Plan. The building of any road in Zones 3 & 4 would be development and therefore contrary to the Neighbourhood Plan.

Development, whether it be a road or housing, will have an adverse impact on historical assets (the medieval village archaeology in the vicinity of Middle Farm, Stanley Lane), the landscape (Zones 3&4 are highly visible from Bencroft Hill and the conservation village of Tytherton Lucas), natural environment and bio diversity. It will increase the risk of flooding the rivers Avon and Marden and increase light, noise and air pollution.

A&B options will extend urbanisation far into Bremhill Parish engulfing most of Stanley Lane in an urban environment as well as eating into huge swathes of much needed agricultural land that is important for meeting the net zero carbon targets, contributing to our better food sustainability and protecting the natural environment. I do not support these routes.

The high level bridge proposed for crossing the Avon near the confluence with the Marden will be 1 km from Tytherton Lucas, it will be highly visible and will increase noise, light and air pollution in the village.

EL83

Respondent type: Business/Organisation/Stakeholder Group – Bremhill Parish Council

Bremhill Parish Council does not agree with a distributor road being built to the east of Chippenham (Future Chippenham Zones 3 and 4)

This consultation is premature. There is no requirement for the road in the current local plan (CSAP). The local plan, under consultation at present, does not justify the need for the road. What it does do is predetermine the building of 3000 houses to the east of Chippenham because Wiltshire Council has been awarded £75m HIF grant from central government. It claims a distributor road to the east of Chippenham will relieve traffic congestion in Chippenham town centre. This case for this is not proven. It is a road routed through residential areas not a ring road.

This consultation should be held when the housing allocation in the emerging local plan is approved.

The Bremhill Neighbourhood Plan does not allow development north of the North Rivers Cycle Route. (Policy NP3 Policy NP 3 of the Bremhill Neighbourhood Plan states there should be no development north of the North Rivers Cycle Route.)

The options for all the roads would mean development north of the cycle track. Option A & B would extend far into Bremhill parish adversely affecting the rural nature of Stanley Lane and the Marden valley. There would be an adverse effect on the landscape, bio diversity and air quality. Further there would be an increase noise levels and light pollution.

The proposed elevated bridge crossing the River Avon near the confluence with the River Marden would again adversely affect the landscape, bio diversity and air quality. This and an increase in noise and light pollution would particularly affect the conservation area of Tytherton Lucas.

EL84

Respondent type: Business/Organisation/Stakeholder Group – Wiltshire Council, Drainage

Few comments from a drainage perspective.

All comments have been based on a strategic assessment using Wiltshire Councils SFRA

If you would like more detailed mapping for any of these elements or a closer review please let me know

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.

Option A

Groundwater

- 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.

Surface Water

- This route 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 a area of high risk close to the North Wiltshire Rivers Route.

Historical Flooding

- Wiltshire Council have records of highway flooding reports on Lackham Roundabout

Option B

Groundwater

- 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.

Surface Water

- The connection into Pewsham way is shown to be at risk of surface water flooding.
- Similarly around London road, Pewsham the route again passes through an area of higher risk surface water activity.

Historical Flooding

- Wiltshire Council have records of highway flooding reports on Lackham Roundabout

Option C

Groundwater

- Groundwater concerns around the B4528 junction in the South West Corner – levels are predicted to be just below the surface here.
- It is expected that the new junction and first few hundred metres off the junction may cause concerns in relation to the GW presence.

Surface Water

- This route encounters a number of high risk surface water flooding locations along its path,

namely;

- London Road, Pewsham
- Between Hardens Farm and Newleaze Farm there is considerable surface water risk.
- It also passes over a number of higher profile watercourses where surface water is prevalent, this remains the case for all 3 routes and isn't specific to Option C.

As stated, this is only a high level scan of the 3 routes, happy to take a more detailed look if needed.

From the information available Option A appears to offer the simplest solution in terms of drainage implications.

EL85

Respondent type: Individual

I wish to voice my objection to the plan to build 7,500 new houses on some of the most beautiful countryside in England.

This will be devastating for wildlife in the area and adversely affect the quality of life in this area for those who already live here .

Wiltshire has already had a tremendous amount of new housing especially in Calne and Chippenham.

Why is it necessary to ruin yet more of our countryside by pouring concrete all over it ?

EL86

Respondent type: Individual

I am sending this email to express my concerns about the proposed Chippenham distributor road, and the impact the Future Chippenham Plan will have on the town and surrounding area.

While I recognise that Wiltshire needs to provide new houses, and that some growth will benefit the town, I believe the scale of the proposed housing development is quite inappropriate. Chippenham has recently added the Birds Marsh development, and the Rawlings Farm plans have now been approved. There are also new housing developments at Patterdown and Showell. The building of a further 7,500 homes seems to be totally out of scale with the existing town. In addition, as a result of the pandemic there is huge economic uncertainty, so this seems to be a strange time to be pressing ahead with such a scheme, on top of the developments already commenced.

The road (whichever of the 3 possible routes is chosen) will have an enormous detrimental effect on the current unspoilt nature of the river valley and the canal. At the moment, the area around the Marden / Avon confluence, the Calne cycle track, the Wilts and Berks canal, and the area around Plucking Grove are all beautiful, peaceful, and entirely rural. If the road goes ahead, they will be entirely altered by a flyover and constant traffic noise. The biodiversity will be significantly diminished, and these areas which are at present well used and well loved by local walkers, cyclists, canoeists and fishermen will be spoilt for ever.

The Town Council has recently engaged with the Wildlife Trust to develop a management plan for Monkton Park, which highlights its value for wildlife, for education, and as a local amenity and visitor attraction. Part of this value must relate to the fact that currently it adjoins open countryside. The proposed housing and roadways will isolate the parkland from the countryside, and thereby diminish its value to residents and wildlife. The Town Council has also declared a climate emergency and is setting up a Climate Emergency Advisory Group, and a Neighbourhood Plan for the town is underway. Wiltshire Council seems to be riding roughshod over these aspirations. I understand that Wiltshire Council is committed to limiting climate change and protecting the environment. I am struggling to understand how these aims can be reconciled to the proposal.

If local accountability and democracy have any part to play in the decision making, I hope these plans can be scaled back significantly. I have yet to speak to anyone in the town who welcomes the proposal, and the Cause group seem to have considerable support. The plans appear to be driven by the availability of the £75m funding, rather than careful consideration of the town's best interests.

Thank you for your reply.

No, I did not have any specific questions, but I (and many others I speak to) am concerned that the consultation assumes that one of the road options will go ahead, ie there is no option for "no road" or any other alternative such as improving the existing roads.

It seems as if the decision has already been made, and the consultation is window-dressing.

EL87

Respondent type: Individual

I am a resident adjacent to one of the preferred routes for the new distributor road around Chippenham. Here is my feedback, in particular, my opposition to Option C, the proposed distributor road access starting from Showell, rather than the existing Lackham roundabout.

My comments below relate directly to Option C, the road starting at Showell and Zone 1, the area of the road from the B4528 towards the river on the flood plain.

- It seems illogical to build an expensive and unnecessary roundabout on the B4528 at the western end of Option C, when there is an existing and obvious junction at the Lackham roundabout just a few hundred metres to the south as identified for Options A and B.
- Having the western junction on the B4528 would add extra traffic to this already busy road.
- It also adds an additional and unnecessary junction and road for drivers using the distributor road.
- The western end of Option C could easily be re-located to the Lackham roundabout and still use the same planned river crossing.
- In the 'Cultural heritage' section of 'Connecting our Communities' brochure it states 'All of the route options presented for public consultation avoid direct conflict with heritage assets'. This is not true for Option C where the western end of the road starts almost opposite the three listed properties at the Showell Farmstead.
- In previous Local Plans and planning applications, including the 1990s call-in by the Secretary of State, it was not just the listed status of the buildings that was considered important but their setting in the North Wiltshire Countryside. Adding a road junction on the B4528 just meters away from the Showell Farm site would significantly impact the rural setting of the listed buildings.
- The location of the western end of the road on the B4528 directly contradicts the Draft Green and Blue Infrastructure Plan in the Wiltshire Council Local Plan - Planning for Chippenham consultation document (figure 8 page 16). In this document the proposed road route is shown coming off the Lackham roundabout.
- The proposed western end of road goes straight through the middle of the land designated for 'Heritage setting and GW flooding' in the Draft Green and Blue Infrastructure Plan in the Wiltshire Council Local Plan - Planning for Chippenham consultation document (figure 8 page 16). The junction should be located off the Lackham roundabout regardless of which option may be eventually agreed.
- The proposed western end of the road opposite Showell Farm directly contradicts several of the maps in the Wiltshire Council Local Plan - Planning for Chippenham Consultation document, all of which show the distributor road coming off the B4528. If the Option C junction with the B4528 was selected there would need to be a further public consultation on this aspect of the Local Plan.
- When travelling north on the A350 from Lacock the full vista of Chippenham becomes visible at the Lackham roundabout. In the Wiltshire Council Local Plan, Draft Green and Blue Infrastructure Plan the view is of the town set against a foreground of North Wiltshire countryside, with an Option C start to the distributor road this view would be marred by the proposed road junction and road from the B4528.

In conclusion, I hope the Future Chippenham Team agree the junction should be located off the Lackham roundabout, regardless of which road option may be eventually agreed.

EL88

Respondent type: Individual

For the love of sanity why are you allowing the destruction of green fields and woods? Very soon there will be none left, extinction to wild life and the natural world will take over, don't you care about our planet? Money is very apparent, we DO NOT need more building, the infrastructure is already compromised, please stop this.

EL89

Respondent type: Business/Organisation/Stakeholder Group – Transport for New Homes



TRANSPORT FOR NEW HOMES

Transport for New Homes
Response to consultation on Future Chippenham

www.transportfornewhomes.org.uk

1. Introduction

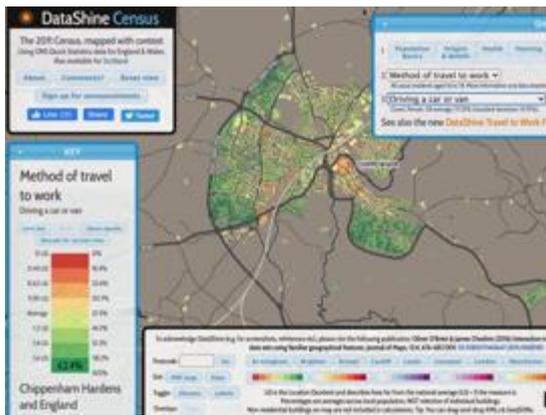
Transport for New Homes is a project of the Foundation for Integrated Transport and aims to bring planning and transport together in such a way that new housing is genuinely built around sustainable modes. Much of our work is field-based although we also work with our [Steering Group](#) and meet with the DfT and MHCLG to discuss better ways forward in achieving the integration of transport and planning. We are aware of the HIF fund for the Chippenham road associated with the expansion of the town and have voiced concerns to Homes England that a number of roads funded may lay the skeleton for car-based development rather than a more modern approach based around sustainable modes.

Our [report on our visits](#) to recently built areas of new homes highlights the problem that may large greenfield being built are very much car-based rather than mixed use development that is walkable and well connected to existing urban areas by streets, as well as furnished with good public transport. In Wiltshire as in other counties we saw instead new homes built around distributor roads and roundabouts, with large amounts of space (up to 40%) then devoted to parking and road access. A place that went against this model was Poundbury in Dorset, which was popular with residents, highly walkable and were genuinely a place that you could live without a car.

2. Objection to development model for Future Chippenham

We object to the combination of the distributor road whatever the route, as a means to support new housing development and cater for commuting via the M4.

The model whereby a major distributor road is built to support a series of low density greenfield site will perpetuate the mistakes of the past in respect to transport and spatial planning. The large greenfield sites have been chosen around Chippenham in places that are difficult to serve with sustainable modes, combined in large-scale investment in the strategic road network to absorb expected new traffic, is an outdated model of development. Our research and field visits have shown that this model of greenfield development will lead to car-based sprawl, as it has done in the past – see also the Datashine map below.



Chippenham – how people travel to work from the 2011 Census. The new urban extensions are places where more people use cars and walk less to get to work. Residents in new estates are given easy access to the primary route network by large distributor roads and bypasses. Yet this is exactly the model proposed in Future Chippenham for the future. We think something better and more modern is needed. The current proposal for the future looks to the past.

3. Future of Chippenham in the context of the NPPF

In terms of national policy, we are concerned that the choice of sites and the sheer size of developments planned for Chippenham do not satisfy the overall objective of the NPPF for sustainable development, especially with respect to transport and density of development, nor government thinking for a low carbon future and active travel. The model misses out on a more modern approach to sustainable transport, the siting of new homes, opportunities for high density, good urban design and walkability, and aspirations for a low carbon future. It is unlikely that people would really walk into town from locations so far away and disconnected from the street network – the new sites need to be joined into the existing town rather than strung along a large new road. The emphasis on the road to connect developments together tells the story: this will be a large area of car-based sprawl.

4. Further comments

- A number of the large sites being taken forward yield under 15 dwellings per hectare. This is a very inefficient use of land, and reflects we suspect, that up to 40% of car-based development are devoted to tarmac (including substantial parking and road space as in the example existing estate shown below), and also the avoidance and mitigation of floodable areas and so on. Sustainable transport and the viability of shops and other facilities are associated with much higher densities. Taking up less countryside by building at higher might be more publicly acceptable. Low rise flats and less land allocated to parking and road access present a different way of building, and also to less consumption of valued countryside.
- **Use the idea of ‘Decide and Provide’ instead of Predict and Provide** when it comes to transport– see the new [TRICS Guidance 20121 Decide and Provide](#) – TRICS is the system used nationally to validate assumptions about the transport impact of new development. The future of Chippenham strategy is based on ‘predict and provide’, an approach that many consider out of date.

- **Build places that are not about links to distributor roads and bypasses, but designed around streets is at odds with walkable places.** See the [The Bin Lorry Effect](#) by Create Streets is useful. Also see [the government publication Building Better Building Beautiful](#) and [Manual for Streets](#) and the up-and-coming [new edition](#).
- **Mixed development** (eg as in Poundbury) is essential to create truly walkable places.
- **Transit-orientated development** whereby new bus corridors to serve new and existing development are developed in tandem, appears not to be considered. These would link directly with the town centre and station. New rapid transit routes need to link with the other North Wilts towns. A new station at Corsham has been on the cards for a long time. Why are there not in the plan? It would be so much more in the direction of a sustainable future than a massive investment in new roads.
- **Why encourage people to commute distantly along the M4?** This appears to be part of the model proposed for the development of Chippenham.

Useful links

We enclose some links to material which are reports both from professional planning and transport bodies, consultants and by government to help matters forward:

From the Planning Advisory Service

PAS has recently written a [report on strategic plan making](#) to provide Local Planning Authorities producing, or planning to produce, a strategic plan and how to work with transport bodies at the local, regional, and national levels, to achieve ‘joined up thinking’.

From the Chartered Institution of Highways & Transportation (CIHT) – a recent publication about spatial planning and transport which explains a modern approach to devising Local Plans and the importance of a good overall vision. They explain: ‘Without a clear transport vision, the narratives and strategies set out in Local Plans, transport interventions, and proposals are limited to simply ‘connecting the dots’ between developments, often retrofitted after a decision has been made about the preferred development strategy or how a new development is to be brought forward’.

<https://www.ciht.org.uk/knowledge-resource-centre/resources/better-planning-better-transport-better-places/>

From the Royal Town Planning Institute : A useful discussion about the contribution of spatial planning and place-based solutions to transport decarbonisation.

<https://www.rtpi.org.uk/research/2020/june/net-zero-transport-the-role-of-spatial-planning-and-place-based-solutions/>

Stantec Consultants – Places First Creating Communities Fit for the Future.

Useful practical advice about creating quality of place and establishing development which is more reflective of what a community needs from the places it will be living and working in, and how to deliver this.

<https://www.stantec.com/content/dam/stantec/files/PDFAssets/UK/places-first-volume-2-publication.pdf>

Knight Frank (Property and development company) on walkable developments that are mixed use:

Practical examples and comparisons to show how to build walkable communities and what to avoid.

<https://www.knightfrank.com/research/report-library/walkability-and-mixed-use-making-valuable-and-healthy-communities-7667.aspx>

From TRICS – the system used nationally to challenge and validate assumptions about the transport impact of new development.

The new way of thinking about transport is discussed, which is a departure from looking at traffic generated in terms of trips and then building more road capacity.

<http://www.trics.org/decideandprovideguidance.html>

From the Planning Advisory Service (PAS)

Looks at the linkages, challenges and opportunities of the integration of strategic planning and key agendas of transport, the natural environment and health. Highlights the present realities and challenges to integrated delivery and tries to give recommendations to planning authorities that wish to produce integrated strategic plans.

[Joined Up Thinking in Uncertain Times: Links between Strategic Planning and Transport. |](#)

From the Nationwide Building society –an example to mark the start of a new movement in house building. Their hope is that other companies join us in creating quality, sustainable homes the right way, with the support of local communities.

<https://www.nationwide.co.uk/about/why-choose-nationwide/social-investment/oakfield>

EL90

Respondent type: Individual

There is as far as we can see no requirement for a new link Road around Chippenham and we strongly object to the proposal in full.

EL91

Respondent type: Individual

The idea of building a road across prime agricultural land in a time of self-proclaimed climate crisis is hypocrisy of the first order. Not only will the road encourage traffic which is not mooted to start being carbon free until 2030, but will tarmac over some of the best carbon sinks there are. Please refer to the report from your own Climate Emergency Task Group for the evidence. Really. Insane.

EL92

Respondent type: Individual

If the council have any respect, any at all, you will not do this to the people of Chippenham, i would put money on the fact that you dont even live in Chippenham, you are ruining our town, build elsewhere, (malmesbury) plenty of greenery to build on over that way, leave Chippenham alone, we simply do not need this, along with the Good Energy carpark eye sore, and the proposed multi story carpark in town, we do not need these monstrosities, for once listen to us. PLEASE.

Why are you trying to spoil our beautiful area?

EL93

Respondent type: Individual

I write to object to the following reports and proposals currently under consultation:

- The Emerging Spatial Strategy,
- The Chippenham Site Selection report,
- The Planning for Chippenham report
- The Future Chippenham consultation

The key reasons for my objections are as follows:

The housing need figures for Wiltshire are too high. Using the national "Standard Method," the Government target for Wiltshire, is for 40,835 additional dwellings between 2016 and 2036. However, Wiltshire Council has arbitrarily decided to increase this target to 45,630 encompassing almost 5,000 additional dwellings. On what basis has Wiltshire Council made this decision?

The housing target allocated to Chippenham is based on circular arguments and is too high. The basis for allocating an additional 9,225 dwellings for Chippenham seems to be that it has the necessary infrastructure to accommodate such growth. However, at present it definitely does not have either the transport or social infrastructure to support even its current level of housing, never mind an additional 9,225 dwellings. Instead, Wiltshire Council is attempting to justify the choice of Chippenham through its HIF-bid, which in turn is dependent on the adoption of the proposed Emerging Spatial Strategy. A completely circular argument.

If Wiltshire's additional housing was spread more appropriately across the County there would be no need for the HIF bid, the 9,225 extra dwellings, and the wholesale destruction of high-quality agricultural land and natural habitat.

The Future Chippenham consultation is premature. The consultation on possible road routes to choose the route of the so-called "distributor road" is premature and pre-supposes that the need for 7,500 new houses to the east of Chippenham. As stated above this has not been proven and, again, there is a circular argument that if the houses are needed the distributor road will be needed, and if the distributor road is constructed then it will support the building of the 7,500 new houses. The correct way forward is to re-examine the true housing needs and to consider the best locations across the County with an open mind rather than a predetermined view that Chippenham should bear the brunt.

The proposed plans will have a catastrophic effect on greenhouse gas emissions. The building of an excessive number of new homes, over and above the targets set by the Government, will have a disastrous effect on the environment and place in serious jeopardy Wiltshire Council's commitment to net-zero greenhouse gas emissions. The existing agricultural land acts as a significant carbon sink and destroying this and replacing it with housing and roads will have a catastrophic effect on carbon emissions. Destruction of the valuable natural habitat to the east of Chippenham, including the Avon and Marden rivers, will have a further deleterious effect on biodiversity and knock-on effects on greenhouse gas emissions.

Summary

Instead of engaging in a highly flawed plan to destroy prime natural habitat and agricultural land forever, to build more houses than are required, and to severely jeopardize the County's chances of achieving its stated goals of net-zero carbon emissions, Wiltshire Council should adopt a leadership position, listening to the opinions of its residents, building sustainability into the core of its future plans and creating an environment that will serve current and future generations of Wiltshire residents.

EL94

Respondent type: Individual

With reference to the above, I am registering my protest at the inevitable destruction of so much green space.

“Escape to the country”? It will not be there to escape to.

EL95

Respondent type: Individual

I would like to object to this plan for a new road and new houses along it. This is not what Chippenham needs. The transport issues described here are incredibly short of vision and will allow linear road development which will encourage cars to drive into the town centre therefore increasing congestion. The town needs organic and considered growth, where suitable and AFFORDABLE houses are built for local people. Building a housing estate alongside a new road like this will encourage people to work in other towns and not be part of the town community. I cannot understand why the council are not building houses on brownfield sites, nor do I understand the incessant rush for growth for growth's sake. The buildings recently erected at J17 which are massive have not got tenants, and it looks as though the project has been stopped due to a lack of interest.

Why is there not an option on the consultation form to express that none of the routes are preferred? This is not how decisions should be made - there is no democracy.

EL96

Respondent type: Individual

You read out my question at this morning's Future Chippenham Roads Options webinar asking how a new road could be decided upon ahead of the Chippenham Local Plan determining how many new homes it would build up to 2036 and where these would go. The response did not address this point.

I want to know what happens to the road scheme if Chippenham does not agree to take as many new homes as envisaged in the HIF bid, or decides to site many of them in other areas than to the east and south of the town.

Thank you. The two things I really want to know are:

1. What is the minimum number of houses that Chippenham needs to accept to the east and south of the town, for this road to go ahead?
2. If Chippenham were to accept this minimum number of houses for 2026-36, and therefore the road gets made, will there then be any choice over whether further houses are built 2036-46. In other words, if the distributor road is built, will Chippenham eventually have to take further houses up to the 7,500 being proposed?

I would appreciate answers to these two questions.

Thank you for responding to my early query.

I have been rereading 'Planning for Chippenham' and the 'Chippenham Site Selection Report'. Though I have found a reference to 5 hectares of employment land I have failed to find how many

- hectares would be encompassed by the developments proposed for the East Chippenham, South Chippenham and East of Showell Farm sites.

the number of hectares that would be built on - ie houses, roads, schools etc within the 3 larger areas proposed for development.

Could you please send me these 2 sets of figures?

Thank you for this. Correct me if I am wrong but I believe the road and its route - to meet the deadlines of the HIF bid, are likely to have to be approved ahead of the Chippenham Local Plan being finalised. In other words the decision on the distributor road is not dependent on the number of houses Chippenham accepts. So does that mean it is a forgone conclusion that a road is going to be built?

EL97

Respondent type: Individual

I should like to register my strong objection to the Future Chippenham Proposals and Wiltshire Council for the new by-pass distributor road and resultant massive housing development and say NO to it all. It is astonishing that such ill-considered proposals are being rushed through with minimal public consultation and apparent secrecy by Wiltshire Council - the size of the plans are enormous and far reaching. The need for so many houses is totally unproven and the tearing apart of nearly 600 acres of good, productive farm land is outrageous. This huge development should not be rushed through the planning application just because the government award for a new road has been granted and Wiltshire Council happen to own a considerable part of the land in question. There needs to be a complete revision of planning permissions as we can no longer afford to ignore its impact on the environment, farming and wildlife and smash through some of the loveliest countryside in the Marden and Avon Valley. The size of these plans are appalling and due consideration should be prioritised in an honest and accurate manner.

One of the main objections will surely be the negative impact on the natural world. Farming, animal and bird life, plant life, the environment and nature itself will be adversely affected. Owls, kingfishers, herons, snipe, woodcock, hares can be seen along this beautiful valley and surrounding farm land.

All will undoubtedly be at greater risk once road and several river crossings and the proposed huge numbers of houses are built. This urban sprawl will eventually connect Chippenham along the A4 corridor to Forest Gate, Derry Hill and ultimately Calne. The insatiable appetite for developers and some land owners alike to build on every possible centimetre in this area must not be allowed to proceed unchecked - it is destroying our lovely rural Wiltshire countryside. Lame excuses that objectors are simply NIMBYS as a reason by authorities to dismiss opposition opinions is no longer relevant – people DO care at plans such as these in our over populated and over developed little country. Chippenham has had way more than its fair share of new housing recently. It is totally disproportionate for Chippenham to be extended by a massive 7,500 houses.

It should be acknowledged that all workable farming land is becoming more and more important, valuable and relevant, particularly since Brexit. The ability to grow our own food is more vital than ever. Land along Stanley Lane to the River Marden (and elsewhere along the route) is registered “Good Grade 3 land” under the Agricultural Land Classification Survey and is capable of growing quality grassland, arable, horticultural and break crops and must be acknowledged as such. Much of the land in question is level, easily worked and has good rainfall amounts to grow many different crops. At present much of this land is only marketed by owners and their agents on an annual or short term grazing licence, including Wiltshire Council, which precludes professional farmers to invest the longer term cropping and rotational programmes – farming is a high investment and decades long planning business. Presumably this licensing approach in several instances is adopted for financial reasons - development land is staggeringly more valuable than agricultural land. It would appear the statutory requirement of the agricultural production element has been, at best, glossed over, and worst ignored. All development proposals over 20 hectares has, by law, to be supported by a detailed survey of the agricultural land to support all planning applications. Has such a survey been carried out? I should like to comment that the much loved peaceful, unspoilt, beautiful countryside along Stanley Lane used by so very many walkers, cyclists, joggers, horse riders would lose this route for ever. The popular cycle track with several proposed river crossings at the Chippenham town end would be adversely affected with new development on both sides of the new road.

We are undoubtedly living in a very different world since Covid, Brexit and increasing population numbers. Working from home, less travelling to far away offices, the need to reduce the carbon footprint and public concern for the environment are relatively new conditions that will impact on modern life and must not be ignored or trivialised.

The days of the 1960's and 1970's of smashing through the countryside with new roads, by-passes and development as land taken was considered of minimal importance are now over. More and more people are aware of how valuable the environment, wildlife, clean air and our

lovely countryside is to us and future generations.
I fully support the "Stop Urban Sprawl and Destruction of Wiltshire Countryside" project and confirm NO to the three New Road options.

EL98

Respondent type: Individual

I am writing to raise questions over the Road and Housing consultation process. I have a number of questions for you and I have also raised these with my MP:

- The consultation process is at best confused and at worst has been structured in a manner that prevents a single meaningful consultation. By segregating the distributor road consultation from the housing consultation, the need for the road is not being considered in the context of an agreed housing demand need or agreed housing site allocation. Do you agree that the approach taken by Wiltshire Council has been designed to achieve a goal and merely undertake a 'tick-box' consultation exercise?
- The numbers of houses proposed, by Wiltshire Council's own admission, has not followed the Government allocated target and housing needs model. Wiltshire Council say they have 'built upon' the Government model and have derived a much higher number of houses are required. My question is if every local authority took this approach to housing needs modelling and all decided to massively exceed the requirement, isn't it the case that building supply would outstrip demand significantly?
- The southern sector of the road has been stated as a distributor road, and not a strategic by-pass. Yet at the same time it is being presented as relieving congestion in the town centre by taking traffic through the proposed housing development between A4 and A350. Does it really make sense to create a relief road/major through-road via a 30mph (as stated by Wiltshire Council during their on-line presentation) housing area? Again how can the consultation and decision between housing and road be segregated?
- Finally, and perhaps of most importance, given the climate emergency, how can a new road, which by its nature encourages car travel, alongside destruction of greenfield environments on the scale proposed be justified?

EL99

Respondent type: Individual

I am writing with regard the proposed plan to build 7500 houses on land to the South East of Chippenham and a further 80 homes in Derry Hill and Studley. Whilst I understand the national imperative to build more houses I fail to understand the figures that support the need for an additional 7500 in Chippenham. In particular when in your own document you make the entirely valid statement that you will "protect the countryside and only pursue development to meet local needs" Unless there is to be a very significant upturn in employment opportunities in the near future I cannot see the justification for this huge number of houses. They will inevitably be used to house people employed outside the local area, ie dormitory housing that will lead to a greater use of cars for commuting with the subsequent increase in carbon emissions and traffic congestion in the immediate area. I am not sure how you plan to balance this with your declared aim of greatly lowered emissions by 2030.

My second concern relates to the loss of valuable countryside. Wiltshire is blessed with open green countryside it would be criminal to allow urban creep to spread out from our towns and eat away at our green areas which is exactly what will happen with this development. More specifically the loss of the hugely popular and well used cycle path running through the area would be greatly missed and would deny the local population a most valuable asset.

Thirdly, I have real concerns at the flooding potential which will be hugely enhanced by building in this area. All the water that would have been naturally soaked up in these fields will now be forced into other areas further downstream which can only increase the potential for flooding elsewhere. I would be interested to know what consideration has been given to this problem.

Fourthly, increased traffic congestion in the local area needs more than just a ring road to be resolved. Studies elsewhere have shown that such roads actually have the opposite effect to that which is desired, rather than easing traffic congestion they increase it by pressurising traffic into prescribed routes which in turn leads to drivers seeking alternative rat runs that spread out across the wider local community.

Finally, as a resident of Studley I cannot see any justification or value in building a further 80 homes in our village. In the last fifteen years we have suffered a rampant expansion of housing in Derry Hill and Studley way in excess of the county wide average. The very recent development of 53 houses at Bowood Gate, Studley to the North of the A4, completed in 2019, surely should be set against the 80 planned. I would further dispute this figure which I believe should in fact be 60 which would leave a balance of seven additional dwellings. This would be realistic and would allow for the houses to be properly incorporated into the village with minimal detraction from the local environment. But I have to re-emphasise my earlier comment that this target seems far away from your declared aim of protecting the countryside and only pursuing development to meet local needs.

I have kept my comments brief as there will be many others who can offer more cogent critiques of what I believe is a poorly thought through development plan.

EL100

Respondent type: Individual

I realise that the UK has to build lots of new houses and I am keen to see Chippenham doing its bit in this regard.

But the proposal seems to be for thousands and thousands of new houses. Which hardly seems fair/right.

I don't object to some new housing, after all every house was a new house once. The one I live in is only about 30 years old (and is on a housing estate too).

By the way, I am reading this (Future Chippenham consultation - Wiltshire Council) which is supposedly just about a road ("just"!) but is really about lots of new houses. Certainly it is too many new houses that I am objecting to (not any new houses - I think that building new houses is a good thing ... just not so many in one town, everywhere should, perhaps, have the same percentage increase).

EL101

Respondent type: Individual

Thank you for the information you have published to enable the public consultation on the proposed distributor road (ring-road) around Chippenham. I found the YouTube 'fly-through' particularly useful.

I note that you do not see that the online form as a vehicle to object to the principle of the road, but that we have been invited to do so by email. This email is therefore to register my strong objection to the extent of the planned greenfield site development and thus challenge the requirement for this ring-road. I also wish to voice my objection to some of the proposed options which are clearly at odds with previous advice and commitments the Council have given. Lastly, these proposals are not addressing the climate crisis we face; instead, it is conforming to the historic norms of building more roads which has been proved to increase vehicular movement. The council should be leading the charge by forcing more sustainable movement, making the use of cars and motorbikes less attractive in the future.

I fundamentally disagree that the Chippenham ring-road is required based on the Council's analysis for need:

- Disproportionate. The proposals for the development of Chippenham represent a disproportionate percentage of the predicted County's needs.
- Justification. The justification for the road is being driven by the misplaced desire to secure the funding that has been granted, rather than basing it on demonstrable need; which suggests there isn't one. This money could be used to encourage sustainable modes of transport; chiefly by building a complete and integrated footpath and cycle path network in and around Chippenham.
- Sustainability. The plans do not aim to develop sufficient brownfield sites in and around Chippenham and as such goes against the fundamental principles of environmentally responsible development and design. We should be trying to minimise our impact on the environment and greenfield sites. Responsible development of brownfield sites reduces the extent of the greenfield site development and thus negates the need for this ring-road.
- Climate. Detail on the inclusion of a protected cycle path and footpath along and around (over/under) the proposed ring-road is of concern and indicates that more sustainable modes of transport are not being incorporated fully. This money would be better spent on linking the disparate villages and hamlets with paths and cycle ways to encourage climate friendly modes of transport, reducing the need to drive everywhere. It is disheartening to see that the Council is persevering with the outdated concept of encouraging urban sprawl and an ever-increasing network of roads, promoting vehicular transport. The planet can't sustain this burgeoning development – if the Pandemic has taught us anything it is that remote working is possible and commuting is going to be on the decline. The Council have an opportunity here to force the change and provide the means to move around the town without the need for cars and motorbikes. Use this money to build a green town and be a pioneer for change!
- Inconsistency. Some of the options presented are blatantly at odds with previous advice offered in public consultation and should have been ruled out at the early stages. The proposition of inner route C , Zone 1 is of particular concern and it suggests that the Council are using this emotive proposition as a strawman to detract from the fact that the road isn't required in the first place. To elaborate:

o Inconsistent with previous consultation advice. The proposed west end of the inner route goes straight through the land designated for 'Heritage setting and QW flooding in the Draft Green and Blue Infrastructure Plan in the Wiltshire Council Local Plan – Planning for Chippenham' (consultation document (fig 8 page 16)).

o Inconsistent with previous Site Selection Criteria. The Site Selection Report for Chippenham for the Wiltshire Council Selection (January 2021) identified the impact of development around Showell Farm and recognised that ...'farmsteads have a fundamental relationship with their surrounding hinterland and mitigation [is] likely to be very difficult'.

o Impact. The Summary Assessment Options Report states that 'Option C has the second largest impact on the environment due to its proximity to Rowden Park conservation area and greater visual impact than option B due to its connection to the high ridge line at Lower Lodge Farm'.

o landscape and heritage value. The junction proposed with a new roundabout off the B4528 ignores these considerations of landscape and heritage value which are important aspects of planning for all our futures. It also makes little sense when this junction could be located a few metres further south, directly off the existing Lackham roundabout.

o Impact to the B4528. The additional roundabout proposed on B4528 is likely to exacerbate the issues of speeding vehicles along the B-road and encouraging drivers to use the B4528 as a 'rat run'; this is the subject of extensive consultation with the Council over the past c.15 years and resulted in the speed limit being reduced to 50mph (sadly, this has not addressed the overarching issue). The future distributor road around Chippenham will effectively become the Chippenham 'ring-road'; introducing a dog-leg will only encourage people to use (and speed on) the B4528.

In summary, I ask that you reconsider these extensive and destructive plans and revisit the underlying need. We should develop brownfield site as a priority and look to develop cycle and footpaths before increasing the number of roads. The nation's needs are changing and the Council should be at the forefront of this change, leading the way for a more sustainable future.

EL102

Respondent type: Individual

To whomever it may concern.

As a local resident I have read with complete bemusement our Council's proposals for the expansion of our local town.

To be frank, many of the arguments put forward for such a huge scheme are questionable at the least, and fundamentally untrue in reality.

The statement that

a/ we need a new road, at a time when all future infrastructure projects need to be considered in the light of climate impact, seems at odds with what is actually happening in real life. Even taking lock down into consideration, there is no traffic problem in Chippenham town centre any longer, and even when office workers return to the office, many will never do so 5 days per week as before. So the main rationale for building the road, if the Council are to be believed, no longer exists. That said, i think it is clear that the Council want the road built so that the open farmland inside the new road can be opened up for housing. Such housing would then of course bring much needed revenue into what is essentially a Council which is financially crippled.

b/ new housing - in all the documentation nowhere is it set out where the need for 9,000 new houses comes from. Do we have homeless or an actual housing shortage in the county and if so can you please communicate such figures. And where does the 9,000 figure come from ? It seems completely out of whack with the number of chimney pots currently comprising the town and as an overall % is ludicrously high.

c/ Such an enormous scheme would, as opposed to alleviating any congestion problem, in fact add to it as there is no allowance for an 'upgrade' of the shabby town centre, which is full of coffee and charity shops. In essence it would make Chippenham an even larger dormitory town than it is today, increase the volume of cars on our roads, ruin country lanes creating rat runs, and in fact bring very little revenue into the town itself as new incoming inhabitants commute out to work a couple of days per week.

d/ landscape - the Marden and Avon valleys are the last chalk stream valleys in Wiltshire, and need protecting for use of current and future local people. Covering them in concrete, not to mention flood plain fields, will simply reduce the quality of life for those living both in the town and surrounding countryside. You only need to walk or ride along the old railway line to see how many people use this part of the countryside, what and the Council thinks it has the rights to remove these freedoms.

e/ Conflicts of interest - its seems uncomfortable to me that much of the land being proposed for development is actually Council owned land. In this day and age of transparency and accountability, it could quite reasonably be asked as to what are the Council's priorities here, ensuring they fill their own broken coffers, or providing a service which we all want and pay for ??

Finally, given a choice i would suggest we do not need a nr ring road, but if asked where it should be if it has to go ahead, i would strongly propose the option closest to town to ensure as small an impact on the surrounding area as possible, and bearing in mind the New Leaze Farm site is in raised ground, having the road 'town-side' would make a big difference.

I hope you take these points into consideration throughout the Consultation process.

EL103

Respondent type: Individual

I refer to the above.

Regrettably, I feel that this consultation is meaningless because it offers no 'alternative to the road' option.

The area affected is of great value to Chippenham residents including myself, being valued for its environment, ecological diversity, and recreational opportunities for walking and cycling.

I feel that it is disingenuous for this large scale road project to be advertised as somehow beneficial for the environment, when clearly the opposite applies.

How does this proposal respond to government targets and your Council's own aspirations for decarbonisation?

Please take the opportunity to include an alternative option to road building as part of this consultation, to ensure that all views are taken properly into consideration.

EL104

Respondent type: Individual

Under the proposed plan the relief road will link the east and south of the town and join the A350 north of the town. Then comes the infill of the proposed 7,500 new homes!

The new road will NOT reduce Chippenham's traffic congestion but, in fact, make it worse. A single new distributor road cannot both alleviate existing traffic pressures and accommodate the amount of cars which will inevitably come with the new homes.

This proposed development is not in keeping with the local plan and to suggest that the new inhabitants will travel from the area to work elsewhere will not enhance Chippenham.

In light of the national environmental emergency, now is NOT the time to be building this number of houses which the town cannot support and the related infrastructure on green field sites and unspoilt river landscapes. These are our best defence against climate change.

With climate change a very growing threat, we should NOT be building developments that will exacerbate flood risks. This year, the highest ever water levels were recorded in the area. This poses a very real threat to homes built on flood areas.

We are totally against this development and have notified our MP of our views.

EL105

Respondent type: Individual

There are a couple of potential developments in your local plan which I strongly wish to object to.

Can I firstly say that the navigation and process for adding comments to the plan is so confusing that it does, in my opinion, discourage or stop the public from airing their views. This cannot be a democratic process. This is why I am sending this email but please add it to the responses to the Local Plan before consultation closes.

We moved from London in 2018 choosing to buy in Derry Hill, Calne for its small village feel and beautiful surrounding countryside as you drive in all directions from the village. From the time that we started our purchase to us moving in the development at Bowood Gate has been completed. This has already changed the outlook from the Studley Lane end of town. It has given a new estate feel for anyone visiting the village and removed stunning views over the countryside.

The plan includes a reference to 80 new houses in the Derry Hill area. Whilst new housing developments are required and inevitable, the significant development planned to the South and East of Chippenham should be the focus for any new housing, developing the land either side of the proposed new ring road and not the further decimation of the surrounding villages and beautiful countryside.

On this point I would further like to add that the only acceptable option for the proposed new road is the Inner Route option, keeping the further development of Chippenham to the smallest possible footprint to avoid the destruction of significant areas of outstanding natural countryside. We know exactly what the downsides of a sprawling urban community bring in terms of standard of living and effects on the community which is why we moved from London.

The second planned development I wish to discuss is the development of a Solar Panel farm on the Forest Gate area. Whilst still at early planning stage I am flabbergasted that this development site is even being considered. There is very strong local objection to this because this area is directly overlooked by some of the oldest properties in the village and by a local pub, The Lysley Arms, which I might add has just committed to some expensive improvements. It is also a wildlife corridor and we have often viewed deer crossing this area. They will be left to take their chances on the surrounding roads.

Having done considerable research on this the jury is still very much "out" on whether Solar farms are even ecologically a good solution to climate change with the significant cost of producing, maintaining and recycling the batteries used at the plant. The main issue in this case, however, is that the land is overlooked by a whole village community particularly when travelling down on the Devizes Road. Most of these Solar farms are placed away from private housing where they will cause the smallest visual impact even though the damage to the countryside is very much permanent. The outlook from this corner of Derry Hill will be destroyed forever. There is a strong local feeling that this is only a money making exercise for the Landowner and that his power in the community will simply bulldoze the proposal through. I object to this development in the strongest possible terms.

Please ensure that my views on these developments are include in the consultation. Thank you.

EL106

Respondent type: Business/Organisation/Stakeholder Group – Westbury Town Council

Westbury Town Council have no comment on the plans relating to Chippenham in the consultation document but look forward to the time when they will be asked to comment on traffic proposals concerning Westbury itself.

We again express our disappointment that other nearby towns are suggested as being worthy of traffic schemes when Westbury is still awaiting any proposal to alleviate air pollution and congestion within the town.

The money allocated by central government has been allocated after submissions by the Unitary Authority who could have displayed greater vision and ambition request at a time when government have declared the intention to pursue large infrastructure projects.

There could have been a submission to include the A350 through Westbury and disappointing that that opportunity was not considered when the bid was prepared.

It is stated that Chippenham needs this road due to it having had large infrastructure developments that require road improvements, but we would respectfully point out that no town within Wiltshire has had a higher percentage increase in building than Westbury and the corresponding spending on associated infrastructure has been zero.

In addition, Westbury has had a long-standing Air Quality Management area in the middle of the town, in a residential area.

It is difficult to understand the disparity in resources allocated when popular expression seems to state that the Chippenham scheme is unpopular and unwanted by residents and its MP.

Although not part of the scheme we note that Chippenham has been allocated 2 million towards cycleways to the railway station when Wiltshire officers have stated one of the difficulties within Westbury is pedestrian and cycle access to the station but apparently unworthy of any scheme or funding.

As always, we are interested in any comments you may have

The comments above were prepared by our councillors and approved at a remote meeting of the Highways, Planning & Development Committee held on Monday 15th February 2021.

EL107

Respondent type: Individual

This email is to register my objection to the proposed plans for a new distributor road and 7500 new homes to the east of Chippenham. Our immediate countryside is far too precious to lose, plus the road and additional houses will overburden the town infrastructure. I do not wish to see the town of my birth turn into another (undesirable) conglomeration like Swindon.

I urge you to reconsider and indeed cancel these plans.

EL108

Respondent type: Individual

Although I live in Calne not Chippenham,

I am very concerned about the future threat to the cycle path. Along with so many others, and not just with the Covid events, I have walked and cycled this route hundreds of times. It is a beautiful setting away from the noise, dangers and pollution of the A4.

Please let me know what is proposed as I can't seem to get enough information.

EL109

Respondent type: Individual

RE CHIPPENHAM CONSULTATION ON DISTRIBUTOR ROAD AND LINK ROAD
AND ON INCREASED HOUSING DEVELOPMENT

Please do not build the distributor road or the link road. They are not needed. The quality of the environment and of the air will be impacted. Our carbon footprint is a priority now.

We do not need more houses. New build is already impacting the infrastructure, for example, the town centre, and the environment.

THERE IS NO NEED FOR NEW ROAD DEVELOPMENT OR NEW HOUSING DEVELOPMENT: The changes, brought about by Covid-19, have caused lifestyle changes. Homeworking will lessen travel. We will not want any more to be a dormitory town serving the larger cities. People are now appreciating their natural surroundings and will not want to give them up to housing development.

EL110

Respondent type: Individual

Can you confirm if any EDI impact assessments for the proposed route options have been completed please?

EL111

Respondent type: Individual

It's with grave concern and a great deal of upset that I am writing after hearing of the plans to destroy yet more of the precious green country side around Chippenham because of the never ending building.

We have as a community already suffered the pain of loosing the dearly loved fields around birds marsh that were used by us all. The need for nature and for the feeling of space is crucial to the well being of our people.

All I can see is the mindless greed and destruction of our wildlife's habitats, trees and nature is governed by unconsciously driven actions of a few where profit is paramount.

We are ruining our town with all this unsympathetic ill thought out and destructive decision making. We will become a soulless sprawling monstrosity like Swindon. The heart of our town is being ripped out. The beauty of it was that it was a small rural market town!!

I strongly oppose the action to build more roads and I will be protesting along with many others to preserve the natural beauty of our green belt. The life force of nature. The complete lack of connection to our planet and the disgusting way that it is seen as something merely here to satisfy convenience and consumerism is quite frankly the enemy that will be our downfall.

I think it's time you listened to the actual people of Chippenham rather than making your own rules up without consultation.

I look forward to hearing from you.

EL112

Respondent type: Individual

I am writing to you as a Chippenham resident of 12 years living in close proximity to the planned housing development and the road to be attached to it. I am writing to express my opinion on the matter.

I believe that it has become obvious how important green spaces are for people's mental wellbeing right now and how they help find respite in difficult times.

I believe the UK has declared a climate emergency and as such any green space developments of this scale go against the preservation of the planet and life on it.

I believe all 3 road options will impact the environment in a way that will cause irreversible damage.

As such I strongly disagree with any plans that suggest building a road across the precious habitat and areas of natural beauty.

There are many other options available to fulfil government's plan for new housing that will not involve destruction of nature around us.

EL113

Respondent type: Business/Organisation/Stakeholder Group – Chippenham Chamber of Commerce

Any new road should only be contemplated if it will facilitate exemplary, environmentally sustainable development offering zero carbon development. Development should be shaped to provide maximum benefit to the town centre and to address the towns current infrastructural and structural shortfalls.

Any new distributor road should act as a link and artery for Chippenham, serving the new and existing residential and employment areas. It should not act as a "moat" to Chippenham of the "bypass" model nor should it exaggerate the historic donut development model around the town. The road should be designed to incorporate exemplary, environmentally sustainable development on either side of it. Whilst the road should have the capacity for a high volume of traffic, this should be at a low speed so that the road is designed through residential and commercial areas and not as a high-speed rural route. This will encourage high-density development, maximise land use and protect the rural areas beyond the town's limits.

Option A, is a ring road/bypass model and should be strongly resisted.

Option B appears to generally correspond with the preferred route set out in the Core Strategy consultation and the HIF bid and is the preference for the Chamber of Commerce, but should be developed in a co-ordinated way to serve the town and development, not with a vehicular dominance. Whilst option B would appear to be the preferable route out of the three presented, if this option is selected then there must be further consultation on the exact route of the road and connections to it as the current proposal clearly does not take into account established and well used cycleways and walks. A new road must not be at the expense of such things.

Option C is longer, less direct and passes closer to existing development. This will mean that the majority of residents of new development will need to cross it when cycling or walking to existing infrastructure, with an imbalance, rather than serving both sides equally.

A "boulevard" model may be appropriate for the main road, with greater density and taller buildings at the central nodes and junctions, which should still prioritise public open space and pedestrian use over vehicular priority.

The decision relating to the route of any new road should not be taken in isolation. It must be considered alongside the development of the local and neighbourhood plans to ensure that it is proportionate and will complement them

EL114

Respondent type: Individual

I am writing to express my extreme oposal to all three of the proposed relief Road plans in Chippenham

Chippenham does not need a ridiculously high number of more houses nor does it need more busy roads! Chippenham is not, nor does it want to become a busy city, it is a small town!!!

I urge you to re-think these plans and re-assess the cost to the environment and our responsibility as global citizens to reduce our carbon footprints!

EL115

Respondent type: Individual

[REDACTED]

Dear Ms Donelan,

We are imploring you, as our elected MP, to do all you can to stop the proposed road being built across the glorious Avon and Marden vallies surrounding Chippenham. It would appear that the only reason for constructing the road is to support the building of 7,500 new dwellings that we do not need.

These proposals are very unpopular in and around Chippenham and are opposed by both Chippenham and Calne Town Councils. They have been pushed through by people who do not live in our town, presumably to avoid the building of large estates in their own areas. By standing by and letting this happen, you are allowing Chippenham to become the dumping ground for approximately one third of Wiltshire's housing allocation and destroying the very essence of what makes our town special to its residents. As keen walkers, it is certainly what drew us to this area four years ago; to have the facilities of a town with unspoilt countryside on our doorstep makes Chippenham special.

We understand you have supported the proposals as the infrastructure payment received will cover the cost of a new multi storey carpark and leisue centre, which are not required. We already have a new, empty multi storey carpark/skate boarding attraction in Sadlers Mead, an ugly construction towering above our beautiful Monkton Park and riverside (another disastrous decision approved on your watch as our MP) plus a more than adequate sports and leisure centre at the Olympiad.

If you really wish to represent the views ot the people of Chippenham and make it a pleasanat place to live, we urge you to stop the building of this road and subsequent housing developeents and make the most of our fantastic green spaces and riverside that we are so fortunate to have. Once built, the peace and beauty of Chippenham's countryside will be lost forever, and you will have helped to destroy it.

EL116

Respondent type: Individual

We are totally opposed to the current Wiltshire Plan for an Eastern relief road around Chippenham.

It seems no thought has gone into what a new road with an expected build of 7500 houses will bring. This proposal carries with it not only the potential of around twice that in owners vehicles but also the increase of Heavy goods vehicles traveling along this road.

I also have to ask if any further thought has gone into what this will do to the surrounding villages on the Eastern side of Chippenham. We have lived in the village of Sandy Lane on the very busy A342 for 20 years now and have in that time experienced an increase of not only cars but Heavy goods vehicles traveling along this narrow stretch of road. We have seen many times and have reported to the council the problem we have with these Heavy goods vehicles having to MOUNT the PAVEMENT to pass each other. This brings me back to the proposed relief road and can only see that the increase in traffic will only add to the misery we have to now put up with.

SO WE OBJECT ON THE STRONGEST TERMS THIS PLAN.

EL117

Respondent type: Individual

There is no where on the consultation form to indicate a preference for no road at all. Matter raised as a supplementary question to Cabinet today

I write to you to object to any road being built at all to the East and South of Chippenham.

I am bitterly disappointed that no option was put on the form to simply object to the road. You have put forward an option of filling in a box that asks for the "the most important issues that the Council should be considering" to be translated into an objection to the road and then to use another box to put forward your reasons.

I raised this as an issue at Wiltshire Cabinet and suggested that simply an option to tick for no road was added to the form. He replied "I don't see any reason why we shouldn't be doing that. It doesn't make sense to me (that there is no option for no road)". I'm not sure who overrode the Deputy leader of Wiltshire Council but no change was made.

It is also deeply confusing that a consultation on road routes (that is not absolutely clear about the houses having to be built to justify funding) is running at the same time as the Local Plan review. A member of the public casually looking at the information may not be aware they need to respond twice, even which consultation that they are responding on. It is very easy for Wiltshire Council, being close to the planning process, to think that this is easy but in fact it is hugely complex and confusing. It is a real democratic deficit.

I have listened to the Future Chippenham webinars, plus the Town council meetings at Calne and Chippenham and the Bremhill Parish meeting. The public at these events have far more eloquently spoke about their concerns about this road than I can, but the overwhelming feeling has been one of a premature consultation with a predetermined outcome. It is appalling that residents of Chippenham have not been asked about how they want their town to be in the future. There hasn't been a pause to review the impact of Covid on working and travel patterns, town centre regeneration opportunities and the need to provide local services in rural communities as more people work from home. Instead we plough on with route options on a road that the public does not want.

I fully support the petition through 38 degrees to Stop Urban Sprawl and Destruction of Wiltshire Countryside signed by over 5,500 people.

EL118

Respondent type: Business/Organisation/Stakeholder Group – Kington St Michael Parish Council

KINGTON ST MICHAEL PARISH COUNCIL

[REDACTED]
Clerk of the Council

[REDACTED]

5 March 2021

Future Chippenham Team
Economic Development and Planning
Wiltshire Council
County Hall
Trowbridge
Wiltshire
BA14 8JQ

Dear Sir/Madam

Future Chippenham- Consultation

Thank you for the opportunity of commenting on this Consultation. My Council has asked me to forward the following comments to you.

The Council understands that you propose a distributor road linking the A350 around the north and east of Chippenham to connect with the A4 and onwards south to the A350 to facilitate development. £75m Government grant funding has been obtained towards the proposal that also includes works to M4 Junction 17, but this relies on the road being constructed.

Council Members were circulated with your information and this focused on three route options, being an Outer Route (option A), Middle Route (option B) and Inner Route (option C). The Outer Route (option A) would facilitate the largest development area and it was emphasised that all three options were “distributor” roads and not “relief/link” roads.

The Council has also considered the Wiltshire Local Plan Review Consultation for the period to 2036 and has submitted comments. In those considerations, the Parish Council was mindful of the potential for a relief link road to be taken from the A350 around to the east of Chippenham to the A4 and onwards to the south re-connecting with the A350. This principle would provide the long-term solution to traffic congestion and navigation around the town. It would also install what could be considered as a strategic eastern boundary for the town, similar to that which exists with the A350 west of the town.

It is acknowledged that your brief and proposals are not concerned with Local Plan matters but with the above in mind the Council considered that the Future Chippenham proposals were flawed in that although the Outer Route (option A) was

obviously the preference and should be supported it did not solve the long-term requirements for Chippenham.

The Council wishes to stress that any suggestion of Chippenham expansion into the eastern and southern areas being serviced by single carriage distribution roads, as suggested in the present Future Chippenham proposals, was not acceptable and that the Local Plan should determine a long-term policy to provide a relief link road similar to the A350 to produce a similar eastern strategic boundary to the town. This would involve the inclusion of land zoning for a dual carriageway transport corridor and suitable infrastructure put in place at locations where culverts, bridges, viaducts, etc would be required involving road, rail, river and canal crossings and other landscape features.

In a nutshell, although of the three options the Outer Route (option A) is supported the Council considers that a further option should be considered that moves the line of the route further eastwards so that even if it is constructed as a distributor road in the short term, taking advantage of the £75m grant, adjacent land can be zoned for the additional carriageways in a similar manner that has occurred with the A350 in the long term interests of the both the town and the adjacent rural areas. The added value of this is that all of Chippenham's required growth can be accommodated within a new strategic boundary rather than straggling the Outer Route (option A) that is shown, already opening up the possibility of further encroachment eastward.

The Parish Council trusts that their observations will be taken into consideration when the matters are taken further.

Yours faithfully

A solid black rectangular box used to redact the signature of the representative of the Parish Council.

On behalf of Kington St Michael Parish Council

EL119

Respondent type: Individual

I have just completed my online response to the proposed road & link routes, but found the layout of the form totally frustrating at times.

My questions are as follows:

1 Why was there no option to tick "None of the proposed routes"? It felt as though I was being forced into "supporting" one of the routes. Was this so that Wiltshire Council can then quote my response as being in favour of a particular route, even though that is not what I wished to reply?

2 As (1)above – but in relation to the Pewsham link.

3 Why is the road being considered separately from the planning for houses? The two things go hand in hand, so it seems somewhat disingenuous to consider them separately.

4 As I said in my replies on both roads and housing, I strongly feel that, in light of the huge changes Covid 19 has brought about, both issues should be reconsidered, as the premises on which the current plans were prepared are no longer valid. More people are likely to be working from home in future, at least part-time, so many town centre sites could be repurposed for housing, which would then impact the transport requirements.

5 Why has Chippenham been picked to accommodate such a disproportionate share of the Wiltshire house building? Other councils allocated far fewer houses have now rejected the plans (Calne, Bradford) as has Chippenham Town Council, so Wiltshire Council now needs to listen to the residents of Wiltshire in their opposition to the plans.

6 The way in which the consultation has been carried out, relying on people having access to computers and the internet, is fundamentally undemocratic, as it stops great numbers of the Chippenham population from being able to take part. Furthermore, the way in which some information is "hidden" in swathes of information, means that some people will be unable to find the relevant forms and information. One could almost think this was intentionally made difficult to reduce the number of replies! On top of that, the main information streams were online, again a method which excludes certain groups of the population, and insufficient time was allocated in the online sessions to address adequately the questions /concerns raised by members of the public. I appreciate that Covid has altered the way in which our democratic processes have to operate, but Wiltshire Council has failed to ensure that all sectors of the Wiltshire population are able to comment effectively on the proposals which stand to have a massive impact on the nature of our surroundings, now and in the future.

I very much hope that the above points can be taken on board in addition to the points I have made on the online consultation forms, as there was not really an appropriate place to include them.

EL120

Respondent type: Business/Organisation/Stakeholder Group – Langley Burrell Parish Council

LANGLEY BURRELL WITHOUT PARISH COUNCIL

[REDACTED]
Clerk of the Council

[REDACTED]

5 March 2021

Future Chippenham Team
Economic Development and Planning
Wiltshire Council
County Hall
Trowbridge
Wiltshire
BA14 8JQ

Dear Sir/Madam

Future Chippenham- Consultation

Thank you for the opportunity of commenting on this Consultation. My Council has asked me to forward the following comments to you.

The Council understands that you propose a distributor road linking the A350 around the north and east of Chippenham to connect with the A4 and onwards south to the A350 to facilitate development. £75m Government grant funding has been obtained towards the proposal that also includes works to M4 Junction 17, but this relies on the road being constructed.

Council Members were circulated with your information and received a presentation from you. This focused on three route options, being an Outer Route (option A), Middle Route (option B) and Inner Route (option C). The Outer Route (option A) would facilitate the largest development area and it was emphasised that all three options were "distributor" roads and not "relief/link" roads.

The Council has also considered recently the Wiltshire Local Plan Review Consultation for the period to 2036 and has submitted comments. In those considerations, the Parish Council was mindful of the potential for a relief link road to be taken from the A350 around to the east of Chippenham to the A4 and onwards to the south re-connecting with the A350. This principle would provide the long-term solution to traffic congestion and navigation around the town. It would also confirm and install what could be considered as strategic northern and eastern boundaries for the town, similar to that which exists with the A350 west of the town.

It is acknowledged that your brief and proposals are not concerned with Local Plan matters but with the above in mind the Council considered that the Future Chippenham proposals were flawed in that although the Outer Route (option A) was obviously the preference and should be supported it did not solve the long-term requirements for Chippenham.

The Council wishes to stress that any suggestion of Chippenham expansion into the eastern and southern areas being serviced by single carriage distribution roads, as suggested in the present Future Chippenham proposals, was not acceptable and that the Local Plan should determine a long-term policy to provide a relief link road similar to the A350 to produce similar northern and eastern strategic boundaries to the town. This would involve the inclusion of land zoning for a dual carriageway transport corridor and suitable infrastructure put in place at locations where culverts,

bridges, viaducts, etc would be required involving road, rail, river and canal crossings and other landscape features.

In a nutshell, although of the three options the Outer Route (option A) is supported the Council considers that a further option should be considered that moves the line of the route further eastwards so that even if it is constructed as a distributor road in the short term, taking advantage of the £75m grant, adjacent land can be zoned for the additional carriageways in a similar manner that has occurred with the A350 in the long term interests of the both the town and the adjacent rural areas. The added value of this is that all of Chippenham's required growth can be accommodated within new strategic boundaries rather than straggling the Outer Route (option A) that is shown already opening up the possibility of further encroachment to the northern and eastern open countryside areas.

The Parish Council trusts that their observations will be taken into consideration when the matters are taken further.

Yours faithfully

A solid black rectangular box redacting the signature of the representative.

On behalf of Langley Burrell Without Parish Council

EL121

Respondent type: Individual

I am writing to 100 % object to the plan of building a new road in Chippenham and the building of 7500 new houses. The road and the houses, no matter where it is built will destroy acres of countryside and productive farmland, much of which also contains or crosses public footpaths which will be destroyed or adversely affected by construction.

There is neither the necessity, the desire nor the amenities in Chippenham to accommodate such a large development and the fact that this road was originally described as a ring road to divert traffic from the centre of Chippenham, rather than a distributor road, as well as the omission of the housing planned, is appalling false advertising. It has led many to initially approve the plans who might otherwise have squashed them.

This proposal should definitely be thrown out, and if you have any conscience whatsoever you will keep our much loved, and in the last year, more appreciated countryside, intact.

Our memories of 2020 are blighted by hardships, but uplifted and ENRICHED by times spent together exploring the countryside and wildlife we are fortunate to have on our doorstep. We have sighted countless deer, woodpeckers, kingfishers, finches and rabbits living in the wild. We have found fox and badger holes. We have wondered at the wild garlic and wild flowers, the beautiful aged oak trees, wizened hazels and rolling hills which define the landscape.

Please do not spoil the natural habitats and well-loved countryside for the sake of fulfilling quotas. We have a duty to protect and nurture our town and countryside and all creatures who live here. For mental and physical health, for education, we should be preserving and improving it for future generations. We shouldn't be blighting its beauty and sustainability with ubiquitous, man-made construction, frivolously, selfishly and greedily built. Wiltshire council should stand up and act responsibly.

The proposals should at the very least be reconsidered to take into account the changed attitudes owing to the pandemic. Houses in recent years have been built with no consideration of outdoor space, with few green spaces, tiny or non-existent gardens and one estate can easily be mistaken for another. Is that what housebuyers in 2021 now desire?

Chippenham town council positively contributes to the community, and yet we have been deceived. Why was the housing development and the road not presented initially as a package? Funds should be spent improving already developed areas and amenities, encouraging healthy, social interaction and sport which will positively impact our lives, rather than extending the urban sprawl.

In conclusion, there is only one thing remaining to reiterate: you do NOT have my vote for this venture.

Yours Faithfully and in Hope of a Better, Responsible Future.

EL122

Respondent type: Individual

This road is not helpful to Chippenham at all.

It will cause a huge loss of wildlife and beauty to the area, with no benefit to the people of Chippenham.

There is already enough disturbance, poor air quality , noise and traffic on the west side of Chippenham with the new dual carriageway.

This has not benefitted the town, just caused misery and problems to the people living in previously quiet houses near the new road.

The council has forgotten that the centre of Chippenham is empty.

Putting roads on the periphery only increases this vacuum .

We need interest in individualised, pleasant non- chain shops, a re-think of the parking , and arts centres and event venues that bring people into Chippenham rather than pass around the town.

There are several site in the town that would convert well into performance spaces and exhibition spaces, particularly for schools and local art groups, who have to use other towns to showcase their events.

Putting a road around a dying town makes it worse, not better.

EL123

Respondent type: Individual

As a resident of Chippenham I would like to know why there is no option to NOT support any of the proposed road options in your online public consultation form.

Your glossy marketing would suggest that this is already a 'done deal' and the only option available to the local residents who will be affected by this is to choose one of your three choices - all of which involve building the road.

I do NOT want the road and as a local resident and tax payer would like to have the option to express this. Surely that is the democratic way to proceed.

I await your reply

I did not complete section 5 of your consultation as the wording of this section '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?' does not consider that there is any alternative other than to build the road - such as NOT building it.

I do not support the building of this road and therefore your questions in this section are not relevant to my views, which is the reason I did not complete it.

I therefore trust that this further feedback in my reply to your email will be considered by your team, as stated in your email below to me.

EL124

Respondent type: Individual

I would like to add my objection to the growing number of objectors against the "feeder road" proposed. In these days of climate crises, where is the justification to massively increase traffic and air pollution (the majority of people can't afford electric cars). We all know it is not a solution, just an underhand means of covering the surrounding green fields and working farms with concrete, making even more money for multi million pound building companies with no heed to the environment, global warming, our health or wellbeing, and our natural flora and fauna. All routes will destroy our beautiful countryside, which we ALL know is vital for us and future generations.
Shame on you.

EL125

Respondent type: Individual

I am writing to object to all of the proposed Chippenham distributor road options in the Marden/Avon Valley. I am extremely concerned about the detrimental impact and lack of appreciation for residents in the rural Bremhill parish.

IMPACT OF THE PROPOSED CHIPPENHAM DISTRIBUTOR ROAD ON THE MARDEN/AVON VALLEY

All of the distributor road options, particularly the outer option, will permit development which will change the character of the Marden/Avon valley forever and negatively affect the wellbeing of residents in Bremhill Parish in many ways.

DAMAGING THE ECOLOGY

The Bremhill Neighbourhood plan demonstrates that Bremhill Parish residents voted to keep the green space outlined on the farmland north of the National cycle track adjacent to the River Marden for sound ecological reasons whilst appreciating the value of unspoilt countryside by getting closer to nature as a social amenity.

The Marden Valley is an important natural area for wildlife conservation and survival. Once an essential wildlife habitat is destroyed it is gone, there is no true way of mitigating the destruction. There is no moral justification for ignoring this irreversible damage to our environment.

OVERDEVELOPMENT AND FLOODING

The proposed distributor road options are a precursor to the development of circa 7500 new houses as an expansion of Chippenham, some of which encroach into Bremhill Parish. This is thousands more homes than the Government guidelines.

This overdevelopment will exacerbate the current flooding, already made worse by climate change and the holding back of floodwater to prevent flooding in further down the river.

MORE RAT-RUN TRAFFIC

There will be increased rat-run traffic through the narrow lanes of Bremhill Parish. This will further damage verges and private driveways will be used as passing places.

Roads that are already treacherous for horse riders, cyclists and walkers will become significantly more dangerous. This, with the increasing trend of van deliveries from online shopping, increases the accident potential with agricultural vehicles that fill most of the lane width, going about their business in an area that is essentially an agricultural community.

PROTECT THE MARDEN/ AVON VALLEY

Underpinned by experience of the Covid pandemic, strong evidence is emerging from health organisations that engaging with, enjoying and appreciating natural green space and the ecology within it can improve mental wellbeing, overall health and help build sustainable communities. The ecological value of the Marden/Avon Valley must be celebrated, protected and enhanced for this generation and the next

EL126

Respondent type: Individual

I would like my comments on the proposal to be taken into consideration.

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

More people are now working from home so encouraging car usage when the climate is suffering from pollution and wildlife is losing their habitat seems counterintuitive.

There is a railway station at Chippenham with regular trains to Swindon, Bristol and London as well as further afield. I live on the Corsham Road estate and my place of work is Polaris House in Swindon, very handily next to the station, but because there is no regular bus service from here to the station, I need to drive into Chippenham, adding to the congestion, then pay £8:50 a day to park.

My teenage children also need driving everywhere because of the lack of public transport.

It would make more sense to lay on regular shuttle buses to the station for commuters. This would be greener, safer and cheaper.

Could anyone provide an argument as to why more roads are better than a reliable public transport service?

I wonder if I could put forward a few alternative suggestions in the hope that these are considered alongside the plans:

1. Regular Shuttle buses for commuters from Chippenham and the surrounding towns such as Lacock, Corsham and Calne to Chippenham train station
2. More public buses that serve the outlying towns and villages that offer a regular and reliable service into the town centre
3. A slashing of car parking charges and perhaps an extension of car parking to serve Chippenham train station
4. Provision of more hot working desks and facilities for people to use
5. The re-opening of Corsham train station

EL127

Respondent type: Individual

I am writing to express my concern about the planned development in the Marden Valley. This is an area of incredible biodiversity, very rich in wildlife. This development encroaches on the habitats of innumerable species which will be completely wiped out by the proposed development.

The size of this planned project is beyond my comprehension: the size of two suburbs! 7,500 cars means upward of 10,000 extra cars, and 15,000+ people looking for jobs in the area. Quite where they are going to find jobs is questionable. This means people will be travelling either towards Bath and Bristol or towards Swindon and Marlborough, Hungerford, Newbury. Those travelling East will be coming through Calne on the A4 which causes me a great deal of concern as I am a resident of Calne and live alongside the A4. We are already suffocating in traffic due to the increased number of cars on our roads from the large number of recent residential developments. Calne has been a bottle neck for some time, now we are submerged by traffic. The plans to build on such a scale in Chippenham does not just affect Chippenham alone. The whole infrastructure of the area has to be taken into account.

Also for those of us travelling from Calne to Chippenham, this means more traffic to battle our way through to get westwards. Parking in the town is already at maximum capacity, so how the town centre will cope with the added influx I do not know.

Another point of concern is the potential for flood water on this land. It is frequently waterlogged in winter when the rains are heavy. This year was no exception. The local organisation Avon Needs Trees has recently acquired land on the outskirts of Calne and has initiated a tree planting project for the purpose of water catchment. It is well known that the River Avon further downstream is prone to flooding. Planting trees further up the river on higher ground means that large quantities of water will be absorbed by the tree cover, thus reducing the risks of flooding further downstream. This project makes a mockery of any attempt to improve flooding in low lying areas. The whole of the greenfield area that will be concreted and tarmacked over will mean that there is nowhere for the water to run off, causing even greater problems in the Avon valley and nullifying the attempts to mitigate the problem by managing flow in the Calne area. I am sorry, but it is time for departments to work together and see the bigger picture. Environmental protection is meant to be high on everyone's list. Yes, people need homes, but not at cost to the rest of the community and to the long term detriment of communities in the lower regions of the Avon.

Thank you for taking my genuine comments into consideration. For the benefit of future generations, all our children and grandchildren, and beyond considerations of how much income this could generate for the town of Chippenham, please, may common sense prevail.

EL128

Respondent type: Business/Organisation/Stakeholder Group – Wiltshire Council, Leisure

Apologies for the slight delay in responding to the Future Chippenham Consultation or the Distributor Road options.

Having looked at and considered the documents linked to the email entitled Future Chippenham it would seem that the only area of concern from a Leisure Services perspective is the proximity of the Distributor Road to Stanley Park in Option C. Stanley Park is in Zone 3 in the options and is owned by Chippenham Town Council.

Stanley Park is a strategically important site, well used and has been positioned to allow expansion of the football and leisure offer either on the existing site or through the option to buy additional adjacent land. The existing facility is mentioned strongly in the Wiltshire Playing Pitch Strategy adopted by Wiltshire Council in 2017 and the FAs Local Football Facilities Plan for Wiltshire.

The Housing Infrastructure Fund (HIF) and hence the £75m Grant is all about providing Infrastructure to attract 7,500 new dwellings to the area. These new houses will inevitably put extra pressure on the existing Stanley Park facilities and probably lead to extra expansion on and off the existing site.

Any decision that takes away land from the existing facility and / or prevents expansion of the present site would have a negative impact on the outdoor leisure/formal football playing pitches. It is highly likely that the FA and Sport England would have a similar view. From a leisure perspective there are no issues with either options 1, or 2.

If you would like to discuss this further then please make contact with [REDACTED] Leisure Strategy and Play Officer and [REDACTED] Interim Head of Community Development (Sports Development, Health and Physical Activity and Leisure Strategy and Play).

EL129

Respondent type: Individual

I object to all three routes for the proposed road in the Avon and Marden valley for the following reasons:-

1 The road is unnecessary because the housing estates are unnecessary.

2 The climate situation has increased dramatically in severity in recent years and remedies to combat the impact must take priority over everything else.

3 We do not need this number of houses as these figures were based on a projected need to accommodate increasing numbers of workers from Europe and the Wiltshire Council figures are hugely inflated.

4 Chippenham does not need or want this number of houses when they could be distributed more fairly around the rest of Wiltshire.

5 The farmland around the valley is excellent land in which to grow food and Britain could become self sufficient in that respect with properly managed farming methods.

6 The wildlife and flora of the Avon and Marden valleys is now well documented and its diversity must be saved and indeed, nurtured.

EL130

Respondent type: Individual

I am writing to you to express my opposition and disgust to proposed development plans of the Avon / Marden valley, aka, The Future Chippenham project.

I live and work in Chippenham, my children were born here, go to school locally. I am an active member of this community in as many ways as I can. I am uk-athletics registered youth coach for our local running club.

I adore the beauty of the rural areas that surround Chippenham. I was aghast at seeing Birds Marsh ripped up for development and thought that might have been the end of it, sadly not.

For years I have ran along the Chippenham to calne cycle path, every season. Over the past year I have come to see how much value are countryside is to our community, now more than ever, as individuals start to place more priority on their health. Everywhere I see people walking, riding bikes and taking up running and they all are starting to realise how lucky they are to have what we have, that will now be lost to future generations.

You really need to stop and think about this. Once you go ahead, it will be at the point of no return. You can not develop rural landscapes as quickly as you can rip them up.

I feel so strong about this that I now have a keen interest in local politics. I will now research and gather the names of everyone behind this, and do everything I can to campaign against you.

EL131

Respondent type: Individual

My concerns are regarding both this new road route infrastructure and the local planning proposals for Chippenham.

I do have reservations for the necessity for such a major project and the effect it will have on all aspects of the locality. Whichever option is chosen, there will undoubtedly be a visual impact on the countryside and a visual impact for our communities involved. It is essential that mature landscape planting is appropriate to mitigate the changes for them and that there remains a strong commitment to maintaining present footpaths, rights of way, archaeological and ecological sites etc for all residents.

The local planning proposal was started in 2016. Since then there has already been a huge number of houses being built, encroaching onto open countryside. The stated intention is to build a further 7500 homes over the next 20 years, a secondary school and primary schools, and create what is described as 'suburbs' to Chippenham.

Our town centre before the pandemic was not a very welcoming shopping experience. Most of the retail units are owned by major companies and whether due to high business rates, there are few independent shops that survive - the sweetshop, children's clothes wear, art shop have closed. Corsham, Malmsbury, Devizes all encourage a more diverse range of retail options.

Since the pandemic, there are now several empty units. It cannot be called a thriving town centre and cannot at present support or be inviting to this planned increase in the population. Much more innovative thought is needed to improve and attract new shopping enterprises. The future of our town centre is of paramount importance and it is essential it is part of all discussions on the new road route and local planning proposals.

EL132

Respondent type: Individual

I wish to record my objection to the proposed distributor road for the south and east of Chippenham.

There is no justification for this road in regard to reducing congestion or linking the east of the town to the facilities in the town centre.

It appears to be proposed purely to place a boundary around a huge green area to allow an excessive number of new homes to be built in the future.

There is not enough employment in the area to justify encouraging more people to move to Chippenham. The natural consequence will be the town becoming an even larger dormitory town.

Adding a road on this scale, that actually bypasses the town centre, will just encourage more people to drive out of the town.

The damage to the riverine habitats and loss of quality farmland cannot be mitigated by planting a few trees to screen the new road.

Encouraging farmers to grow produce that can be purchased locally should be a priority for local government when we should all be trying to reduce our carbon footprints.

If one of the reasons for the road is to reduce town centre congestion, which I assume means the Bridge Centre traffic lights, maybe a smaller construction to complete the road linking Pewsham Way to Rowden Hill should be considered first.

If this council is serious about responding appropriately to the climate emergency, perhaps it should reconsider pouring thousands of tonnes of CO2 emitting concrete onto the countryside.

The lockdown over the last 12 months has shown how important the green areas around Pewsham and Stanley Lane are to local residents. Building this road, which would lead to construction of more roads in the subsequent developments, would destroy even more of these beautiful areas in a time when more of us need the fresh air and peaceful surroundings to improve our mental wellbeing.

I hope the council will reconsider this proposal.

EL133

Respondent type: Individual

My objections to the proposed housing and road development around Chippenham are:

- The proposed housing numbers for Chippenham have been determined by a grant application for a road, which did not go forward for public consultation.
- There is no justification, based on natural population increase within Chippenham, for an extra 9,225 dwellings. This is completely disproportionate, since this number represents just over 20% of the total housing allocation for Wiltshire as whole.
- Not only is the countryside in the proposed area of development intrinsically beautiful, it is also highly productive farmland. We live in precarious times when food security is of paramount importance. Now is not the time to concrete and tarmac over valuable, productive farmland.
- The proposed road is not a 'relief' road. It is a distributor road designed to carry the traffic associated with the proposed housing development. While more people in the future can be expected to work from home, many will still have to commute by car and train to find work in Bath, Bristol and London as there will not be sufficient well-paid work within Chippenham itself. The road would be constructed to serve the housing development; the housing development for the road. Neither is necessary.
- The housing development, the road and two river bridges will contribute considerable quantities of Carbon into the atmosphere at a time when central Government and Wiltshire Council have made pledges to reduce Carbon emissions.
- The carbon emissions will have a deleterious effect on air quality in the Avon and Marden Valleys, with all the health effects that go with it.
- The Chippenham to Calne cycle track as well as other walking and cycling routes around Chippenham have proven to be an asset of inestimable value during the pandemic. The proposed housing development and distributor road would destroy what is, essentially, Chippenham's 'green lung'. The importance of exercise out-of-doors is now very well documented. The availability of sufficient exercise in the fresh air is absolutely essential for both the physical and mental welfare of people living in the area.

EL134

Respondent type: Individual

The road and the peripheral, large-scale, urban development that is required for its funding, would be immensely damaging to the character of Chippenham, as well as surrounding towns and villages. It would create far greater traffic congestion that it could possibly alleviate, and destroy much of what local people greatly value about living in Chippenham, with absolutely no guarantee of any future benefits for the town. The road, and associated development, would enable the destruction of much of the Avon and Marden Vale, removing high-quality farmland that will be needed by future generations, and destroying valuable natural capital and biodiversity in the process. It would destroy an important carbon sink (healthy agricultural soil), and release huge quantities of carbon in the construction of two viaducts over the river Avon and Wiltshire-Berkshire Canal. It would also lock in many years of transport emissions as a result of the commuting and car-dependency that would result. The process of consulting on road route options, before considering the public's views on the number of houses and their locations, is deeply flawed, as is the on-line consultation form that doesn't allow for a 'no road' option. It is our view that the HIF bid and so-called 'Future Chippenham' development process has been designed to severely constrain, if not predetermine, the Local Plan's spatial strategy options for Chippenham, which would otherwise have been very different. The lack of public consultation, lack of transparency, and the ongoing lack of accountability for misleading our MP, local councillors and the public, including an on-going resistance to sharing information that is in the public interest, is frankly deplorable.

Since Covid19 and the fundamental change in working habits (we attend international meetings without the need for new roads, railways and runways).

The plan for building housing on the assumption that car commuting will be the future is blinkered thinking. We need to do as other rural counties have (Swansea for one) and put money into upgrading bridle paths and byways for active travel on foot and bicycle.

New roads are not the priority, and new housing must seek brownfield sites within active transport reach of employment.

Please rethink your damaging plans and seek a sustainable future for our county.

EL135

Respondent type: Individual

Why will Wiltshire council not listen to the people we do not want our country side turned into a concrete jungle why do we need all those houses it is not for people that live here now but for people to move here from who knows where there is no jobs here so they will more than likely have to travel to work more cars on the roads where is all our food going to come from when there is no farms left .Wiltshire council seems to be chopping down trees or building houses good legacy to leave the next generation but who cares what we think you will do just want you want to do roll on the elections

EL136

Respondent type: Individual

Can you confirm what traffic impact assessment / modelling has been completed for the wider area

Specifically

Improvement / reduction to volume of traffic using Calne as through route (lots of West Wiltshire to Swindon traffic travels via the A3102)

Increase of traffic using the A4/A342 Old Derry Hill junction once new road is built (links to timeframe for Melksham A350 improvements and traffic trying to miss bottlenecks)

Increase of traffic to A4/A3102 into Calne

Journey times into Chippenham Town Centre from Calne / to Calne

Use of country lanes (to avoid A4)

Routing of HGV's will new distributor road have any weight restrictions

Likely increase of traffic to service the new developments

Construction traffic - what traffic movements would be associated with construction of the road (earth out? Materials in?)

Thank you for your reply. However it does not answer the specific questions posed by Calne Town Council on the impact on traffic dispersal around Calne resulting from the development. Can you confirm whether any impact assessment has been completed or is planned for the wider area?

EL137

Respondent type: Individual

I have to say I am completely astounded by the plans to build a new road in the Avon and Marden Valley and the proposed potential 7500 new houses.

I cannot believe that the new road proposal has seen the light of day. Over the last 20 years there has been vast developments of new housing in Chippenham and Calne - new houses mostly filled by people moving east from Reading seeking larger properties.

Yet more acres of farmland, providing valuable habitat for threatened flora and fauna will be trashed to make way for this ludicrous development.

Chippenham and indeed Wiltshire does NOT need this in any shape or form. Do the developers really think that a proposed new road will sort out all the increased traffic from new housing? Of course it will not, and all the surrounding single track lanes will become flooded with additional rat run traffic.

This road and proposed new development must not go ahead

EL138

Respondent type: Individual

Why do you want to turn Chippenham into Swindon?

You and I both know this consultation is a load of rubbish.
Noone wants this

EL139

Respondent type: Individual

Re. the route option form I have just submitted,

I am disappointed it does not contain the option for no road. This is most disingenuous . as you will by now know, there is substantial opposition to this plan and it has been mostly pre-determined without any public knowledge, consultation or approval and now the means of expressing opinions are complex, unclear and designed to make true expression of opinion difficult. Consequently any results you draw from it are unlikely to be representative of the majority as many will simply not have either accessed the forms or felt able to state what they feel.

I believe this whole process is a disservice to democracy

EL140

Respondent type: Business/Organisation/Stakeholder Group – Chippenham Sailing & Canoeing Club

The views on the proposed distributor road options of the members of Chippenham Sailing & Canoeing Club.

As a watersports based club that is based on the banks of the river Avon, we feel we have a vested interest in any development that is likely to affect the environment local to our venue. One of our main concerns over the proposed distributor road relates to the potential affect that such a development might have on the ecology of the area.

As regular users of the river, we are more aware, than most, of the abundance of wildlife that make the river and it's surrounding countryside their home. In recent years we have noticed that the wildlife has become more abundant and diverse which is wonderful to witness. Many of these species are drawn to the quieter areas of the Avon and Marden rivers, close to the proposed road route. Since there are no public rights of way running alongside the river at this point, it is little known by the general public and has become a precious spot of wilderness, where otters, kingfishers and the like dwell. The "Future Chippenham" proposals put a road straight over and through this section of countryside. This would completely change the nature of the area - increasing noise and air pollution. This would inevitably have a detrimental effect on the wildlife that calls the river home.

Many of our members are residents of Chippenham and the surrounding villages. As such we struggle to see the need for the new road route to link up with the A4 towards Calne. This isn't a particularly busy route and is well served by the road running around the Pewsham estate. The only real congestion occurring from the Sainsbury's roundabout through to the bridge centre roundabout. There is some justification for improving this section by developing the route from the A350, near Lackham, through to Avenue La Fleche, but the proposed route to the North of the A4 past Stanley doesn't seem logical. Our members also believe that the inevitable infill of new homes that would occur inside the new route would be not be proportionate growth for a town of the size of Chippenham and would exceed the town's resources. New homes are, of course, needed but not, we feel, to the degree that the proposal would allow.

It is generally accepted that housing developments increase the speed of rainwater run-off into waterways and make flooding more of a problem. As river users we have seen the frequency and severity of flooding increase over the years. This may in part be due to climate change but must also be partly attributed to new housing developments within the Avon catchment. The building of a causeway and bridge across the Avon could exacerbate this problem by blocking off a significant area of flood plane, forcing all the water to flow under the bridge. We believe this could cause an increased flood risk to the are upstream of the new bridge.

For the reasons of ecological impact, seemingly disproportionate housing development and potential increased flood risk, we as a club object to the "Future Chippenham" distributor road proposal and would encourage the council to reconsider.

EL141

Respondent type: Individual

I am staggered by your 'consultation' offered to the community where 'choice' belongs firmly to Hobson...this is a farce.

To be considering causing major damaging changes to our community which will reduce quality of life for residents simply to put more cars on the road. What was the point of building the bypass then? Yes, we need to link that to the A4, but to consider fencing the whole of the town in with a ring road is so shortsighted, it beggars belief how you think your actions will benefit anyone.

You speak of jobs being created. What jobs will be created? Businesses taking up any units that form a new industrial estate will be no different to those we currently have on Bumpers Farm, for example. You will never attract a big employer to the town to replace the void left by Westinghouse; any service industry requiring highly skilled staff will seek to fill vacancies from beyond Chippenham. How will that help our current youth?

Losing swathes of valuable land and greenspace at a time of critical global environmental issues seems totally ludicrous and irresponsible. You may think everyone will be able to afford electric cars by 2036 so we shall be fine; we have many low-income families in our area and that situation is unlikely to change. How will a new ringroad help those families? How will they find solace in a country walk along the cycleway that will predominantly be urban?

As for the houses, how is it you allow newbuilds not to include solarpanels as standard? It is an outrage that this has not been a basic requirement for the past decade; it is only greed that prevents planners to allow this devastating omission.

There are so many good examples of healthy towns in Europe who are not afraid to lead the way when it comes to responsible town planning - why can this not be Chippenham? You have a wonderful opportunity to 'think outside the box' and resolve the issues in a really imaginative way. You should go back to the drawingboard and properly consult members of the community. You run the risk of becoming mismanagers of our future town planning leading to a disastrous situation that encircles our town in roads, leaving the residents feeling trapped, encouraging those who are able to, to move as far away from here as possible. As a family who moved into the area in the 1990's, we chose Chippenham as a thriving market town with a lively community; aside from the beer festival, it is wholly unrecognisable. Your plans will set only to drive further nails into Chippenham's coffin.

EL142

Respondent type: Business/Organisation/Stakeholder Group – Wilts & Berks Canal Trust

Wilts & Berks Canal Trust (WBCT) is a significant stakeholder and has the following responses to the potential road options.

1. The Outer Route would cross the Canal at two points. In particular the southern crossing would destroy the environment in the area of the former wharf and the historic restored spillweir immediately to the south of Pewsham Locks. The impact of a bridge (and traffic) can be seen in the attached photographs – one with the assumed bridge superimposed.
2. With regard to the Middle Route WBCT is concerned at the close proximity of the Canal and would suggest careful and detailed design would be needed to create a satisfactory environment.
3. In respect of both the Middle and the Inner Routes WBCT is concerned as to how pedestrian and cycle access will be enabled between Chippenham and Lacock.
4. In the case of the Middle and Inner Routes provision needs to be made for vehicular access to the Canal and parking for visitors. Both Routes would provide the opportunity for WBCT to take responsibility for public access to Brickworks Wood (the remaining part of the Chippenham Branch).
5. 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.
6. North of the A4 the selected Route should recognise WBCT's plan to link the Canal main line at Stanley to the River Avon.
7. The current and potentially extended Canal provides important opportunities to increase public access to the countryside. We would welcome engagement with the Masterplanning Team to identify walking and cycling access improvements that could be incorporated.
8. We also welcome engagement with regard to the Canal's potential to accept additional surface water run-off.



EL143

Respondent type: Individual

I am sending this email as my formal response to the Future Chippenham Consultation because the Consultation Form does not allow the most important option of 'no road at all'.

I would like to record my COMPLETE OPPOSITION to the Chippenham HIF bid proposals for a distributor road, which would require 7,500 houses to be built on greenfield land and county farms. This proposal pre-determines the Local Plan, whatever the protestations of Wiltshire Council, and the underhand manner by which WC sought "local support" raises serious concerns. The road and development it would serve bears no relation to local housing needs which are a fraction of the number of houses proposed. Chippenham has already grown many times faster than the UK population, and this road would allow this excessive growth to continue. The residents of Chippenham and Calne should not have to suffer as a result of WC's budgetary ineptitude, and we should not be mortgaging our children's futures in a futile attempt to balance the books.

A road in this location is not part of an employment led strategy that would enable people to live near their place of employment, thus creating an even bigger commuter town, lacking in any sense of community when most residents spend a majority of their time elsewhere.

There is no doubt that this road, together with the 7,500+ houses needed to justify it, would be a disaster for all these (and more) reasons;

- Wiltshire Council have acknowledged the Climate Emergency and committed to being carbon neutral by 2030. This plan uses up a large proportion of the total remaining carbon budget of Chippenham.
- Building roads never results in reduced traffic; it may be temporarily displaced, but it will not solve the fundamental problems of too many vehicles on the road. And we need to understand the impact of covid on working and living patterns before making any significant plans. Wiltshire Council's approach in suggesting that this road will relieve other congestion is disingenuous at best. They are trying to influence opinion with something that will never be true. It may have worked for the government but isn't going to fool everyone here.
- Why have local people not been properly consulted? Trying to push through a scheme of this magnitude when we are all constrained by covid restrictions is again disingenuous. Consultation in any normal sense has not been possible. It's worth noting that the Chippenham Neighbourhood Plan does consult local people, and there's no support whatsoever for this. Tying increased investment in the town centre to the need for a new road is about as honest as putting "£350 Million for the NHS" on the side of a bus.
- Chippenham is surrounded by beautiful countryside, it's one of things people who live here like about it. Destroying this will inevitably lead to a much less favourable town – Chippenham already ranks at the bottom of similar Wiltshire towns in a recent survey reported in G&H.
- Destroying our countryside is ecocide. The benefits of fresh air, getting out in the countryside, enjoying nature have been felt more strongly than ever during covid. Removing this will not be taken lightly.
- Sir David Attenborough has recently been telling world leaders that 2021 is our last chance to stop runaway climate breakdown. And here we are talking about adding millions of tonnes of additional carbon to our atmosphere. The climate doesn't care about GDP, or the profits of developers, or WC balancing the books at some magical point in the future.

I do hope that anyone involved in this monstrous plan thinks about what sort of future they want, and what sort of future they will be held accountable for.

To summarise; STOP IT NOW. STOP WASTING COUNCIL TAX PAYERS MONEY. JUST STOP.

Please acknowledge that this email will be recorded as a legitimate response within the consultation process.

EL144

Respondent type: Individual

I have just had to go into Chippenham for an urgent trip to the opticians, I found 6 posters for the road project, 3 attached and none for the housing, the road says it is a consultation on options not the project going ahead.

On the Webinar yesterday it was said they were working with the housing bid providing the road to go with it, but without the housing agreed how can the road be agreed?

This is very confusing, I would like it noted for further appeals that I do not think this is ethical.

My question was read out at 54 minutes of the 20 Feb webinar, I wish to raise a concern that false information was given out. It was said I was making strong assumptions and they should be challenged, but I cycle those routes and know how good they are, the assumptions were being made by Atkins and Wiltshire Council who say they have never been to the area but call into question my integrity on routes I cycle, I find this very misleading and the fact the public weren't allowed to speak at the meeting to verify these points unethical, please include this statement in the consultation responses.

At 28:47 minutes of the road webinar on 20 Feb it was stated that the biodiversity and species were poor in the Chippenham area of the road development. Please find attached just some of the many species that live in this area and will be destroyed if the road is built.

The UK is one of the most nature depleted countries in the world and despite nature struggling against all odds to survive, more than one in seven native species face extinction and more than half are in decline.

Due to the complexity of the ecosystem of farm animals churning the land to feed the birds (who spread the seeds) with insects which spread the pollen and feed the small mammals which feed the birds of prey, by thinking you can just put bridges and tunnels in for the animals and it will all be fine goes against scientific research. The noise and air pollution from the traffic will also have an effect on any animals, insects and birds not killed by the large machinery building works and loss of habitat.

Please put these photos owls, egrets, herons, woodpeckers, Water Rails, rabbits, slow worms, stonechats, birds of prey, butterflies, Kingfishers and other birds and information into the consultation replies.

Wiltshire Council declared a Climate emergency in 2019 and the farmland plays an important part in providing local food and reducing food miles and carbon from imported food. Soils play a key role in the carbon cycle by soaking up carbon from dead plant matter. Plants absorb CO2 from the atmosphere through photosynthesis and this is passed to the ground when dead roots and leaves decompose, as soon as you start the building work you release this carbon into the atmosphere accelerating the rise in temperature which leads to droughts, floods and extreme weather as we are already starting to see. The excessive building we are seeing in Chippenham and Wiltshire, 5,000 houses over government figures just to build a road because a grant was available is unacceptable, Chippenham is already providing over 4,510 houses which should be it's allocation for the period, suggesting 20% of the allocation for the whole of Wiltshire is built in Chippenham alone is unsustainable for a historic market town with a centre going back to the 9th century. Births have fallen by 15.3% over the last 8 years and deaths are up 14.9% compared to the last 5 years, we still have not seen the final outcome of the pandemic deaths and indirect deaths from delays in cancer and heart treatment, to rush into this project without knowing the effects of the pandemic, Brexit and the highest Government borrowing since the second world war, destroying our countryside which we value and makes Chippenham the community it is for something that may not be needed is unacceptable.

We have seen from the cycle route put in on the A420 and then taken out a few months later because the consultation was completed after not before the project went ahead and there was a cycle path already running parallel to the additional one shows Wiltshire Council need to listen to the residents of Chippenham who know their areas best. To have gone 3 years

into this project without including the Chippenham residents is unacceptable, asking which of 3 options and giving no option for no road, not mentioning the houses on the signs for the road options as if it is a bypass is all misleading residents, as is running a housing consultation at the same time as the road during a pandemic and lockdown.

We use this area for leisure and recreation leading to healthy lives from exercising outside in fresh air, putting houses right up to the cycle path and removing the landscape will cause residents like myself to get in our cars as we will no longer be able to walk to the countryside and go to other areas of the County clogging up the roads. We have a 7 mile cycle path that is used by families from all over Chippenham to get to Calne, due to the safety and landscape of this area, these children then go onto be cyclists for the future, the development will ruin this.

Isn't it better to wait a year and make the right decision than rush into something which will destroy our town's ethos forever?





I would like the attached photos and words below included in the road consultation replies:

1 The HIF bid was submitted in 2018, why have residents only been made aware of it 3 years later and it described as already approved and along to the position of which of 3 routes when it isn't even decided where the houses are going or if they are required?

2 The MP, Councillor and Chief Executive of Chippenham Council were not acting in the best interests of the residents or with any authority to do so when they supported the bid, they did not take due diligence when reviewing the information and should be held accountable.

3 So much money has been wasted on this bid when it may not even go ahead as the houses are over Government figures, who is accountable for this? It may have come out of a different pot but it still has to be paid for by cuts in services and taxes. How much has been paid to Atkins for their time, expensive videos, documents, 3 webinars, posters, signs over the last 3 years and ongoing? We are in the middle of the worst recession and highest public borrowing since the second world war, why would you spend a further £75million pounds of public money to make the developers more money when the houses aren't required?

4 Future Chippenham signs along the cycle path and in the empty shop windows do not show the fact the road will only be built if 7,5000 houses are built which is misleading, many residents who believe from the signs it is going to be a bypass so are voting for the options not knowing they are voting for 7,500 houses

5 Being told when we ask a question that it is for the housing consultation when the two consultations are running at the same time during a pandemic lockdown is unethical. It was also mentioned on the road webinar that we had no views from Chippenham to be destroyed and that they could improve on our open cycle route, see photos attached.

6 The devastation to the health and wellbeing of residents by removing this area that we rely on when unnecessary if you remove the 5,000 houses over Government figures, who is accountable for this?

7 The removal of County Farms owned by Wiltshire Council, who supply milk to Cadburys and have prime farming land are to be destroyed for 5,000 houses over Government figures when a climate emergency has been declared and we need local food saving food miles and packaging, who is accountable for this?

8 The removal of the ethos of a 7 mile cycle, running and walking off road route through an open landscape of valuable Farmland ideal for people with mental health problems and families to exercise and get the children into cycle which stays with them for life, making them greener travellers, all for 5,000 houses over Government figures, who is accountable for this?

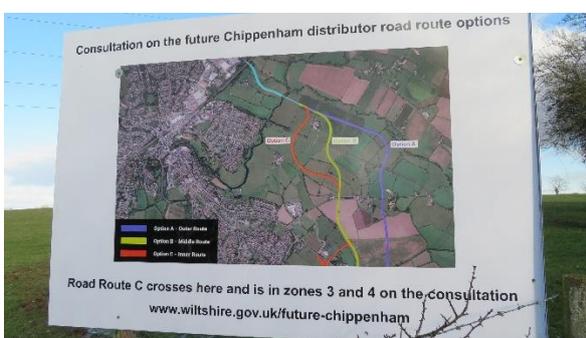
9 Nobody can tell me how many houses have been built in Wiltshire in the last 2 years, so how do you know what you need if you don't know what you have? So no road is required. Why would you destroy all the wildlife in the area for this?

10 How can you justify the above and the road that goes with it if approved?

We are now a day from the consultation closing and I have had no answers back from the road webinar Q&As on the 11th and 20th February, I chased them up a week ago and didn't get a reply?

The above are also what I will be sending to the Government Ombudsman so please can I have a detailed responses for that too?

The lack of Openness, Honesty and Accountability for this project is astounding.



So just to confirm you are working together to trick the residents of Chippenham with misleading information?

EL145

Respondent type: Individual

I am writing to express my concern for the road plans to the East of Chippenham in conjunction with the planned housing development for a significant amount of new houses.

Both the housing and road (whichever option) will destroy beautiful natural countryside and wildlife habitats. I love being able to walk from my house in the centre of Chippenham fairly easily and reach unspoilt open countryside which is very important for mental health.

I am also against the road proposals due to the additional pollution which will be caused to the detriment of physical health.

I also do not believe that the road development would in any event alleviate congestion in the town centre and there will inevitably be an increase in traffic due to the additional burden caused by the housing and those wanting to access the town centre or choose to drive through the town.

EL146

Respondent type: Business/Organisation/Stakeholder Group – Wiltshire Council, Archaeology

Wiltshire Council Archaeology Service (WCAS) welcomes the opportunity to comment on the findings of the proposed Future Chippenham Preliminary Environmental Assessment of Options Report (PEAOR). We note that there are currently three route options being considered, all of which have the potential to impact existing and as of yet unknown buried heritage remains. Having reviewed the available information, including the preliminary results of the geophysical survey of all three route options, it is our opinion that the final route option will require extensive and tailored archaeological evaluation and mitigation. The survey results indicate numerous areas of potential archaeological activity spread across various parts of the option routes currently under consideration. It is considered that, once the final route has been decided, an extensive programme of archaeological evaluation trenching would have to be agreed, in the first instance, prior any planning decision being made. It is very likely that further mitigation would be required once the results of the initial evaluation are in hand however, there is currently not enough information to make a definite determination on what shape these might take and at what stage of the application these might be required. Above notwithstanding, it is likely that multiple areas will require a programme of archaeological excavation as well as further investigation by condition once the route is consented. It is also considered that the initial evaluation may produce evidence for remains which might be of regional or national importance which might require preservation in situ at which point the final route might have to be adjusted to facilitate this. Finally, it is noted that some areas were not subject to geophysical survey due to a variety of site constrains. It is considered that these areas will require being surveyed as well as trenched prior to determination to allow for the development of a tailored mitigation strategy once the final route option has been selected. The WCAS welcomes the initial assessment and review of the potential impact on Cultural Heritage included in the PEAOR document however, it is considered that this needs to be updated to take account of the now available initial findings of the geophysical survey.

EL147

Respondent type: Individual

I am writing to add my voice to the protest against Wiltshire Councils site allocation and distributor road plans for Chippenham.

These proposals are extremely unpopular. As I understand it both Calne and Chippenham town councils have universally rejected the plans, and almost 5000 people have signed a petition against them. Anecdotally I have not spoken to a single person who supports the proposals. Personally the plans seem to be totally disproportionate to the local character of Chippenham and surrounding villages and will destroy huge tracts of local farmland and countryside; including the habitats of birds and other wild creatures.

According to MP James Gray,

"The planned 7500 extra houses, which would create a new town the size of Calne would destroy a great swathe of countryside. It would mean perhaps 20,000 extra citizens for Chippenham. It would also mean 10 or 15,000 more cars using the local roads. Our population and employment are currently more or less in balance, so why do we need all these extra houses? Why do we need to overstretch our infrastructure, including roads, supermarkets, schools and surgeries? There are no good reasons I can think of".

I do not understand why councillors and developers would impose these plans on local people when there is so much opposition.

EL148

Respondent type: Individual

Chippenham Future Road options

I am outraged that the consultation does not provide the opportunity for people to object to the road. Instead, the building of such a road is being forced upon Chippenham people and this is not democracy in action.

The Council states the main purpose of the road is to 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. This will only serve to make Chippenham more attractive to commuters, rather than creating a vibrant community for the people of Chippenham to live and work in.

The road is being proposed as a distributor road in conjunction with the building of thousands of houses. Yet Wiltshire Council has not justified the need for so many houses (see my objection for the Local Wiltshire Plan for Chippenham above). Without the need for so many houses there is not a requirement for this road.

The building of such a road will have devastating environmental consequences for Chippenham. Swathes of countryside will be destroyed, ruining existing wildlife corridors and this will affect biodiversity. Furthermore, the building of a road is a massive infrastructure project which requires a huge amount of resources, such as concrete (of which concrete production has huge CO2 emissions).

Chippenham already has too much traffic congestion and the building of this road will do nothing to ease it as it is not intended as a relief road but as a distributor road. Together with the road is the plan to build thousands of houses which will make the existing traffic congestion even worse.

With increasing traffic Chippenham will have worse air pollution and an increase in noise pollution.

The decision to build a road does not provide sustainable travel. Indeed, there is no mention of dedicated bus lanes or cycle paths as part of this road construction. Any decision to build a road as part of a transport plan must incorporate sustainable travel such as walking, cycling and buses. Instead, the Council's priority is on building a road when in fact it should be on developing sustainable travel.

Chippenham is already poor in terms of providing sustainable transport. Bus provision between rural communities and Chippenham is extremely poor and within Chippenham itself there are few dedicated cycle paths which are poorly thought out.

I object to the road options for the above stated reasons.

EL149

Respondent type: Individual

I would like to forward my strong objection in principle to any of the options presented in the Future Chippenham road options consultation.

I feel the whole concept is both flawed and unsustainable.

Whereas I believe that Chippenham does require some form of relief road to ease the current congestion in the town centre, I believe this proposal's focus is based around supporting the local plan for development of greenfield areas to support upto 7500 thousand new homes.

Chippenham has already been heavily targeted by Wiltshire Council and developers in recent years with houses flying up everywhere, no consideration has been given to the infrastructure to support these homes and and residents.

I have seen no plans for new schools, doctors surgeries, dentists etc.

I also see no evidence or plans for sustainable employment opportunities in the local area, leading to Chippenham becoming a vast out-commuter town, with all the inherent environmental consequences that entails.

Chippenham is a medium sized market town. The reason people choose to live here is precisely to escape the urban sprawl.

Finally, and most importantly, the threat to the local countryside, habitat and biodiversity is immeasurable. In the last year we have seen the importance of open, unspoiled countryside to both physical and mental health. The irreversible narrowing of these green corridors is damaging at an ecological, environmental and societal level.

EL150

Respondent type: Individual

A truly appalling proposal. Chippenham had done its bit in the growth business; it's another location's turn now.

EL151

Respondent type: Individual

Having watched the videos produced in respect of the above together with reading and considering the various documents issued as part of this consultation, and other documents publicly available, we are now in a position to provide our view and input as part of the consultation process.

Fundamentally, whilst we acknowledge that as part of looking to the future development of Chippenham it is appropriate to have an agreed plan in place against which specifically planning applications can be considered, the approach adopted by a mix of Future Chippenham and Wiltshire County Council is wholly inappropriate. We do not accept that this situation is reasonable, as the root cause of the current position was wholly of the making of the council who should be acting in the best interests of the community and with its agreement.

As of today, the agreed and adopted plan for Chippenham is set out in the plan of April 2017 (ISBN 978-0-86080-589-2), it is therefore surprising that the application under the Housing infrastructure Fund (of March 2019) included specific reference to matters were neither part of the adopted plan, or matters which at such time had or were being consulted on with the community.

Therefore for ease of review please see below the main matters which we believe appropriate, which specifically excludes comment on any of the proposed routes, on the basis that we believe that the whole process is flawed:-

1. That the separation of this consultation from that of the consultation of the WCLP – Planning for Chippenham is a clear attempt to disenfranchise the community for shaping the future plans for our community, and wholly inappropriate, and should and must be considered together as the matters have significant interdependencies
2. Against the current approved plan for Chippenham, adopted in 2017 (ISBN 978-0-86080-589-2) there is no requirement for the proposed road, and therefore the application under the Housing Infrastructure Fund using the assumptions therein was inappropriate
3. The above plan specifically seeks to improve “self-containment” rather than as implied by the Future Chippenham Road route options to increase the use of Chippenham as a dormitory town providing housing for those working in Swindon and elsewhere
4. The assumption within the Future Chippenham Road route options consultation for development at Junction 17 of the M4, is driven by the assumed development to the East of the town. This is contrary to the agreed plan for Chippenham as above)
5. The same assumptions were included in the application to the Housing Infrastructure fund (March 2019), applying for the £75m funding, which itself made reference to expansion of Chippenham and the release of land for such development, ahead of the consultation on whether either was necessary, appropriate or agreed by the citizens of Chippenham
6. Even if one were to accept the draft WCLP -Planning for Chippenham (dated January 2021) covering the period up to 2036, which for the avoidance of doubt I do not, there is no specific need identified for a road linking the A4 and the A350 to the south,
7. equally without the assumed increase in housing development to the East of Chippenham, there is no reasonable justification for the proposed road between the A4 and the A350 to the north
8. Further the fundamental assumptions, including the extent of expansion of the population,

agreed locations of any agreed development sites etc. which have been directly or indirectly been adopted as appropriate assumptions as part of the "Future Chippenham Road route options" have yet to be reviewed and accepted by the community, as these are currently part of the consultation process. Therefore all such assumptions must be considered invalid, at least until the broader WCLP- Planning for Chippenham is fully consulted upon and adopted by the council on behalf of the citizens of Chippenham and with the support of such citizens

9. There are clear options to enhance the existing road network to the south of the A350 / A4 (McDonalds) Junction i.e. by widening of the A350 (within the previously facilitated use of the extended carriageway) , and should it be proven necessary to locate additional housing to the West of the town, using the A350 as the key "spine road", which has been in recent years widened between the Malmesbury Road and the A4 (McDonalds) junction

10. Traffic congestion, which is limited in any event, within Chippenham the town centre has not altered in the fourteen years that I have been resident in Chippenham, having lived both to the East and North of the town centre. Therefore there is no logical reason, without the developments in the unapproved WCLP Planning for Chippenham (draft dated January 2021) to the East of the town centre, for the proposed roads to the East of the town
As and when the Chippenham Plan for 2016-2036 is either adopted, or reissued to include both housing and infrastructure (including any new roads required) we look forward to the opportunity provide input and further thoughts on the subject of this narrow and wholly undemocratic "consultation".

EL152

Respondent type: Individual

I am writing with my feelings regarding the proposed development of the new road to the east of Chippenham with a bypass and the potential for over 7000 houses cutting through the countryside, small historic villages, crossing the river, adjoining to the development already at the roundabout at the top end of Chippenham.

I understand and accept we need to have more housing in the local area. I am amazed that the first choice is to cut the countryside up – another example the proposed Forrest gate solar farm – as this seems to be the easy option, not necessarily the best for our local environment. Can we not regenerate what we have?

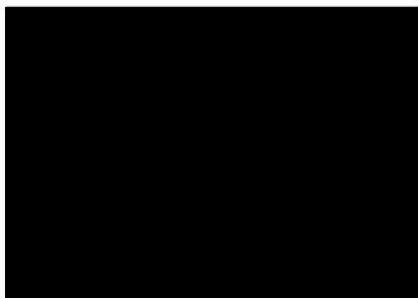
If we do need to build on green field land should we at least look to develop the western side of Chippenham? The areas between the A4 and the A420 as there is already the infrastructure in place with the A350 being mostly dual carriage way round the edge of Chippenham and several large roundabouts serving the existing housing estates on the east side with good access to the M4.

The A4 through the centre of Chippenham could be rearranged where the old Bridge Centre used to be to give priority to the A4. This would limit the amount of traffic running through the town promoting the use of the A350. I understand this will involve some widening of the roads past B&Q and under the railway, whilst not palatable, this would cost far less than the proposed £75M road through the farms and countryside that makes Chippenham and the surrounding areas so special

EL153

Respondent type: Individual

- 9 FEB 2021



Sunday, 07 February 2021

Cllr Philip Whitehead
County Hall,
Bythesea Rd,
Trowbridge
BA14 8JN

Dear Councillor Whitehead.

**Consultation on the Future Chippenham distributor road route options,
Wiltshire Council local Plan – planning for Chippenham and
Site selection plan for Chippenham**

I write to ensure that you, as leader for the time being of Wiltshire Council, are personally informed of yet another bout of shock, distress, indignation and derision once again being experienced by many in the vicinity of Chippenham. This time these emotions are aroused by the unnecessary and presently unfettered attempts of your officers to impose plans for construction of infrastructure and houses that would see the population of Chippenham grow by many tens of thousands.

As leader of the council, you presumably bear responsibility for springing the HIF grant application on your electorate and for what appears to be the unseemly scramble to wrap round the original application a supporting justification for a huge increase in the housing stock in the area.

Information emerging during the current so-called consultation periods is only now revealing what an unusual and risky a business model the council has seen fit to adopt. Not to mention the utter devastation these projects would impose on the countryside surrounding Chippenham. I say risky because it appears that the council have agreed to use a refundable £75M government grant

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(loan?) for costs associated with commencing a new road to the east of the town to release farmland for development of thousands of houses between the proposed new road and countryside to its west. This with, to date, no formal planning applications and no matter what the public or planning inspectorate might have to say. The financial model adopted and the premise of the quasi consultation appears to presume the road and the increase in housing will go ahead regardless and the consultation is only about allowing the public to assist consultants choose which of only 3 possible options for the road and to introduce an almost unfathomable range of possibilities and urban layouts for the use of precious virgin land once the new road is constructed. The implementation of these two projects appears to be regarded as a fait accompli by Wiltshire Council. A breath-taking disregard for the views and wishes of the residents of the area i.e. your electorate.

That Chippenham town centre would benefit from regeneration is no secret. Indeed, many have recognised the need and potential for such improvements to the town but as yet a meaningful plan has yet to be put forward and adopted. However, simply increasing the population of the town is in the opinion of many, categorically not the right solution. For the town centre to be regenerated and current traffic congestion to be mitigated much simpler less costly solutions have been put forward in the past. Would it not be more popular and sensible to mitigate expenditure and develop these ideas further?

For the avoidance of doubt, I oppose unnecessary destruction of the countryside to accommodate a perceived government or council requirement to provide more housing from the land around existing towns. Consequently, I shall be taking every opportunity to voice my opposition and will respond to the council's flaky consultation process to put forward alternative proposals with a view to steering you and your team away from making further catastrophic management errors in the mistaken belief that you are satisfying government and or public demands.

It is not too late for the council to develop face saving reasons for a dramatic change of plan. Much more spectacular U turns have been accomplished by the council's political master's in central government in recent times and some have gone almost unnoticed. There is a panoply of legitimate reasons to withdraw that your advisers could develop and perfect; post pandemic many fundamentals have changed, people's lifestyles and work patterns have altered dramatically, there are huge budget shortfalls to make up, green issues

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previously dismissed have proven to be more important than ever, are but a few.

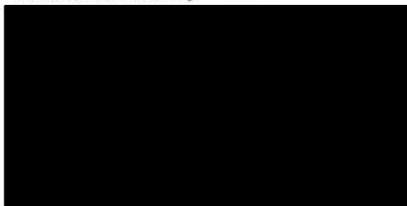
The questionable nature of the quasi consultations coming so soon after the recent debacle over the Monkton Park multistorey car park investment (not to mention the astonishing choice of design and location for the actual building) and the failure to support the opposition to the massive development at Junction 17 of the M4 to mention but a few recent issues your residents fervently opposed, when taken together, put Wiltshire Council at risk of becoming the butt of further derision. If that is to be avoided, senior elected councillors must pay more attention to the needs, requests and yes, demands of their electorate and less on sycophantic adherence to the whims of central government in a vain pursuit of accolades, prestigious appointments and honours that have in recent times been meted out to selected councillors for loyal (blind?) support and good behaviour.

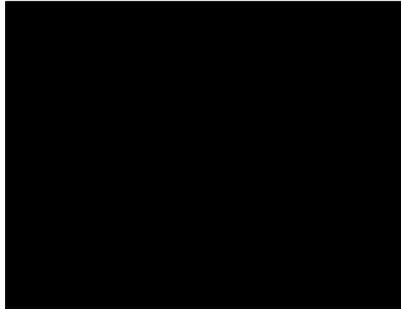
In the event the team scrutinising your incoming correspondence decide you actually see this letter and you have read this far then I have achieved my first objective. You have been informed first hand of the strength of feeling the council's recent revelations for the future of Chippenham have generated within this part of Wiltshire and beyond.

Now for my second objective; instead of instructing your team to concoct a (possibly acerbic or defensive) response why not instead pause, reflect on the matters I and others have raised and particularly the need to consider the views and wishes of the residents you and your colleagues purport to represent. Then, have your advisors construct a plausible withdrawal strategy to move focus to something of real benefit to the community e.g. a sustainable regeneration of Chippenham town without the 7000 houses and without an unsightly and unnecessary eastern ring road?

I look forward to a significant improvement in the councils plans for this area.

Yours faithfully

A large black rectangular redaction box covering the signature of the sender.



Sunday, 07 February 2021

Future Chippenham Team
County Hall,
Bythesea Rd,
Trowbridge
BA14 8JN

Dear Sir,

Consultation on the Future Chippenham distributor road route options.

I am in receipt of an electronic copy of your anonymous letter of the 1st of March attributed to the Future Chippenham team, advising me that you have been copied with my letter addressed to councillor Whitehead dated 7th of February and further that you intend to treat my letter as a statement in respect of the current consultation into the future of Chippenham road route options.

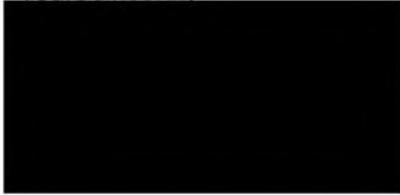
I note and am intrigued by your confirmation that, and I quote, "feedback received during the consultation process is to inform the overall project and a decision about which of the three route options within each zone should be taken forward to the next stage of the development process". Once again, a brazen and apparently formal statement that the continued spend on the development and construction of this road is a foregone conclusion, no matter what the public say. That aside, I am grateful for your admission that the council seems to be giving the public a form of Hobsons Choice under the guise of there being a 'Public Consultation'.

My letter of the 7th of February does not express a view about which of the three options I prefer. It does though, question why only three options have

been offered to the public. I would be interested to know how you intend to categorise my letter of the 7th of February within the available consultation options, bearing in mind it does not address any of the options offered. Are you intending formally to include, record (and copy?) that letter into the responses you have received in respect of the road route options or will it be categorised ineligible for inclusion because you have treated it as a statement?

I look forward to hearing from you.

Yours sincerely



Copy Cllr Philip Whitehead

EL154

Respondent type: Individual

Dear [REDACTED] and others on Future Chippenham.

Could you please explain why you chose to answer my older questions on this webinar, when I had already pointed out that your initial responses raised more questions than answers?

As you insist that Stone Circle Businesses will not be used perhaps (Appendix 36

Establishing a local housing company and local development company WC cabinet paper pdf) can be made public so that we can have full sight of what is going on.

Whilst you answered this question "Why does your consultation document not require personal details, and signature? " With a flippant this was the format agreed by cabinet and tried to hide behind data protection all other council consultations about this development require personal details and have a Data protection statement on them. 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. I trust now you are fully aware of what my question is and why it is relevant.

I trust all these questions from the public will all be made available to view for everybody and not just those who have registered for webinar events as mentioned, if this is not the case then please could you let me know.

Unfortunately you have failed to answer the leading question of why this was agreed in this sloppy format this document was not fit for purpose and your cabinet should not have agreed it. I will ask again why the consultation form was 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?

I await your answer.

I thought my question to be very simple. Why does your consultation document not require personal details, and signature? I have attached the Chippenham consultation form as an example of what personal details are they can be found on page 1 and the last page is for your signature and date, I hope this makes it clearer for you.

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.

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DAUNTSEY PARISH COUNCIL

[REDACTED]
Clerk of the Council

[REDACTED]
[REDACTED]
10 March 2021

Future Chippenham Team
Economic Development and Planning
Wiltshire Council
County Hall
Trowbridge
Wiltshire
BA14 8JQ

Dear Sir/Madam

Future Chippenham - Consultation

Thank you for the opportunity of commenting on this Consultation. My Council has asked me to forward the following comments to you.

The Council understands that you propose a distributor road linking the A350 around the north and east of Chippenham to connect with the A4 and onwards south to the A350 to facilitate development. £75m Government grant funding has been obtained towards the proposal that also includes works to M4 Junction 17, but this relies on the road being constructed.

Council Members were circulated with your information and this focused on three route options, being an Outer Route (option A), Middle Route (option B) and Inner Route (option C). The Outer Route (option A) would facilitate the largest development area and it was emphasised that all three options were “distributor” roads and not “relief/link” roads.

It is acknowledged that your brief and proposals are not concerned with the Wiltshire Local Plan Review but with the identified growth of Chippenham the Council considered that the Future Chippenham proposals were flawed in that although the Outer Route (option A) was obviously the preference and should be supported it did not solve the long-term requirements for Chippenham.

The Council wishes to stress that any suggestion of Chippenham expansion into the eastern and southern areas being serviced by single carriage distribution roads, as suggested in the present Future Chippenham proposals, was not acceptable and that the Local Plan should determine a long-term policy to provide a relief link road

similar to the A350 to produce a similar eastern strategic boundary to the town. This would involve the inclusion of land zoning for a dual carriageway transport corridor and suitable infrastructure put in place at locations where culverts, bridges, viaducts, etc would be required involving road, rail, river and canal crossings and other landscape features.

In a nutshell, although of the three options the Outer Route (option A) is supported the Council considers that a further option should be considered that moves the line of the route further eastwards so that even if it is constructed as a distributor road in the short term, taking advantage of the £75m grant, adjacent land can be zoned for the additional carriageways in a similar manner that has occurred with the A350 in the long term interests of both the town and the adjacent rural areas. The added value of this is that all of Chippenham's required growth can then be accommodated within a new strategic boundary rather than straggling the Outer Route (option A) that is shown, already indicating the possibility of further encroachment eastward.

The Parish Council trusts that their observations will be taken into consideration when the matters are taken further.

Yours faithfully

A solid black rectangular box used to redact the signature of the representative.

On behalf of Dauntsey Parish Council

SEAGRY PARISH COUNCIL

www.seagryparishcouncil.gov.uk



10 March 2021

Future Chippenham Team
Economic Development and Planning
Wiltshire Council
County Hall
Trowbridge
Wiltshire
BA14 8JQ

Dear Sir/Madam

Future Chippenham - Consultation

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The Council wishes to stress that any suggestion of Chippenham expansion into the eastern and southern areas being serviced by single carriage distribution roads, as suggested in the present Future Chippenham proposals, was not acceptable and that the Local Plan should determine a long-term policy to provide a relief link road similar to the A350 to produce a similar eastern strategic boundary to the town. This would involve the inclusion of land zoning for a dual carriageway transport corridor and suitable infrastructure put in place at locations where culverts, bridges, viaducts, etc would be required involving road, rail, river and canal crossings and other landscape features.

In a nutshell, although of the three options the Outer Route (option A) is supported the Council considers that a further option should be considered that moves the line of the route further eastwards so that even if it is constructed as a distributor road in the short term, taking advantage of the £75m grant, adjacent land can be zoned for the additional carriageways in a similar manner that has occurred with the A350 in the long term interests of both the town and the adjacent rural areas. The added value of this is that all of Chippenham's required growth

can then be accommodated within a new strategic boundary rather than stragging the Outer Route (option A) that is shown, already indicating the possibility of further encroachment eastward.

The Parish Council trusts that their observations will be taken into consideration when the matters are taken further.

Yours faithfully

A solid black rectangular box used to redact the signature of the representative.

On behalf of Seagry Parish Council

EL157

Respondent type: Individual

I am imploring you to think again about the number of houses proposed for Chippenham.

Where will these people work? We no longer have a manufacturing base such as the Westinghouse factory we used to have, and that at a time when far fewer people lived here. People moving in will need to travel out of the area to work, thereby creating more pollution. There won't be the countryside for people to relax in and enjoy.

Given what we now know about the climate and how it impacts on the environment Wiltshire Council should be stopping any further development.

If you had been listening to what people here have been telling Chippenham Town Council, and reading the correspondence received from people here, you should see that this plan is flawed from the start.

26 FEB 2021



23rd February 2021

Future Chippenham Team
Wiltshire Council – “Where Everybody Matters” (except the residents of Chippenham!)
County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

Dear Sirs

I have just watched the video and every single option is a hideous monstrosity. There is no option of a ‘no build’ being considered and this, without taking the views of the residents of Chippenham, as to whether it should go ahead at all, which has been dropped from the consultation. The number of houses mentioned in the video is far greater than the number needed by the town, and the number now proposed by Wiltshire Council is higher than that suggested in the video. This will result in more commuting and higher emissions. Nowhere in the video does it mention where the houses will be built. Nowhere does it talk about the destruction of three County farms. We need all the local food produce we can get in order to help to keep food more local. Nowhere does it talk about the loss of biodiversity and other environmental issues resulting from such a large-scale development.

Why, at a time when emissions are far in excess of what they should be to enable the planet to work properly, are Wiltshire Council considering this massive expansion scheme. This town will never be carbon neutral with such a huge expansion being considered.

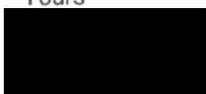
Mental health is being discussed more now than ever before and if this expansion goes ahead the number of people with mental health issues, simply because they cannot get out into the countryside – because there is none left – will be so huge that that will be the next NHS crisis. It doesn’t matter to Wiltshire Council that people do not want this scheme. Yet again we are seeing the actions of a Council which just does not care about Chippenham. Wiltshire Council gave permission for a multi-storey car park at Sadlers Mead which can be seen from all areas of Monkton Park, despite assurances that it would be unobtrusive, and despite residents opposing the scheme. Chippenham will turn into just another urban sprawl, rather than the town it currently is.

Where is democracy when Wiltshire Council ride rough-shod over people’s desires to keep the town they love as a nice place to live. All that matters is that it can get the £75m on offer from the Government and from the sale of the County farms, and the effect on the town seems to be of little consideration.

What Wiltshire Council should be doing is helping to look after this planet – after all it is the only one we have to live on.

Shame on you Wiltshire Council.

Yours



EL158

Respondent type: Individual

Re: Response to the Future Chippenham consultation

I am sending this email as my formal response to the Future Chippenham Consultation because the Consultation Form does not allow for the option of 'no road at all'.

I would like to record my complete and total opposition to the Chippenham HIF bid proposals for a distributor road, which would require and enable 7,500 houses to be built in the countryside to the East and South of Chippenham. The road and development it would serve, bears no relation to local housing needs (which are a fraction of the number houses proposed and of a different type, and in locations close to the town centre where lots of opportunity for affordable apartments exist). Neither would building a road in this location be part of an employment led strategy that would enable people to live near their place of employment, or on fact do anything to stop Chippenham growing as an even bigger commuter town, spoiling its character and removing the very things existing residents value about living here.

There is absolutely no doubt that this road, whichever route option it took, together with the 7,500+ houses that it is designed to enable, would be a disaster on so many levels.

1. It would be a disaster in relation to the climate and ecological emergency that Wiltshire Council has committed to addressing:

- permanently destroying rich organics soils that are a substantial carbon sink, releasing carbon into the atmosphere and removing the natural facility for further sequestration;
- adding vast quantities of carbon emissions (embedded in tarmac and concrete, and as a result of construction of this unnecessary infrastructure) in constructing a road plus bridges and viaducts over the river Avon and Wilts-Berks canal;
- locking in many years of future transport emissions by creating car-dependency and massive commuter suburbs in an area with almost no local employment opportunities.

Where have the carbon emissions resulting from these proposals been calculated?
How could such a climate damaging proposition even be contemplated in a Climate Emergency?

2. It would be a disaster for local residents in creating far greater traffic congestion that it could possibly alleviate, being a low speed distributor to service 7,500 (and ultimately even more) houses, potentially with 15,000 additional vehicles on the roads around Chippenham and Calne, plus other traffic that naturally occurs when roads are built.

3. It would be a disaster in destroying much of what local people greatly value about living in Chippenham - beautiful surrounding countryside, the rivers Avon and Marden corridors and its wildlife, the Chippenham-Calne cycle route, clean air attractive landscapes - with absolutely no guarantee of any future benefits for the town, with any future CIL monies either spent on new site infrastructure and additional facilities needed to cope with the expanded population, or (if CIL still exists by then) spent by a future Council administration in other parts of the county. In other words no local benefits, huge future uncertainty but plenty of downside/ disadvantage/ pain, for existing residents.

Why were residents not asked about progressing this scheme in the first place?
Why was developed in secret and with any public consultation?

4. It would be a disaster in precipitating the destruction the Avon and Marden Vale, removing high-quality farmland that will be needed by future generations, much of which is owned by Wiltshire Council (i.e. a public asset) and which could be used for local food production, renewable energy generation, re-forestation, contributing to protecting and meeting the needs of future generations.

What has Wiltshire Council done to look at these alternative uses and the future value of what already exists?

Why does Wiltshire Council place no value on its County farms and the other farms it owns?

5. It would be a disaster in destroying natural capital, wildlife habitats and biodiversity in what is a particularly valuable and sensitive area of countryside and associated river corridors, and in which a number of protected species are beginning to regain a foothold, including otters, hazel dormice, kingfishers and rare species of bat and newts – exactly the sort of area we should be protecting and enhancing, not allocating for concreting over.

Where are Wiltshire Council's strategies for protecting its natural assets and public goods? Where is the evidence base for the impacts the road proposals would have on wildlife habitats and biodiversity, which should have preceded any application for a road grant?

In all of this, it seems that the people who live here matter very little to Wiltshire Council. They didn't consult them on at the HIF bid application stage (which was shrouded in secrecy and misinformation, for example in calling the road a 'Relief road' when it is nothing of the kind) or any subsequent stage during the HIF bid development. They then consulted on road route options, before even considering the public's views on whether a road was needed, or the scale or location of proposed development had been raised, and the public's views sought, under the Local Plan Review. They then produced a consultation form that doesn't allow for a 'no road' option, so many people felt compelled to choose something they objected to or potentially have no voice at all. Even Wiltshire Council's Deputy Leader stated publicly in a Cabinet meeting that there should have been a 'no road at all' option on the consultation form.

It is abundantly clear that the HIF bid and so-called 'Future Chippenham' development process has been designed to effectively predetermine, and severely constrain any other viewpoints on, the Local Plan's spatial strategy options for Chippenham, which would otherwise have been very different. Perhaps unsurprising then, that Wiltshire slogan of 'Where everybody matters' has been abandoned by the current Council administration. The lack of public consultation, lack of transparency, derision for local people's views and the ongoing lack of accountability for misleading our MP, local councillors and the public, including the on-going resistance to sharing information that is clearly in the public interest, is deplorable. Given the wholesale rejection of all the road options and of any road to the East of Chippenham, by Chippenham Town Council, Calne Town Council and Bremhill Parish Council, and the lack of any remaining support for a road and housing in this location, will Wiltshire Council now abandon this covert scheme and allow the £75m grant funding to be put to better use elsewhere?

I would be grateful for an acknowledgement that my response will be recorded as a legitimate response within the consultation process, along with all the others that have been submitted by necessity, without completing the form. Answers to the questions I have posed would also be appreciated.

EL159

Respondent type: Individual

I am writing to express my opposition to all of the routes of the proposed distributor road scheme at Chippenham for the following reasons:

In February 2019 Wiltshire Council acknowledged a climate emergency and agreed to seek to make the county of Wiltshire carbon neutral by 2030.

The local plan seeks to address climate change and biodiversity net gain and expresses this in terms of both mitigating and adapting to climate change.

The proposed scheme is in contrary to the above and fails to adequately address how it will deliver 10% biodiversity net gain will be delivered, fails to identify a carbon baseline and carbon budget and fails to model future scenarios of increased road users with future development that this distributor road will serve.

The need case for this road has not been adequately addressed and is built on the target housing allocation in the local plan review which is currently undergoing consultation and has not been decided.

The consultation for the distributor road reports that it will help reduce traffic and emissions within the centre of Chippenham. However, this is a distributor road not a relief road and will carry additional cars. Growth outlined in the local plan review is identified as housing growth with little employment, no health care or schools which will create car dependency and thereby increase not decrease traffic and emissions.

The timing of this consultation is confusing with the local plan review also out for consultation. It also goes so far as to invalidate questions posed within the local plan consultation itself. For example, why does the local plan ask the following questions "Do you agree these sites are the most appropriate upon which to build? And "What are the most important aspects to consider if these sites are going to be built on?" The timing of this consultation means these questions are clearly foregone conclusions and consultation is therefore not at a formulative stage. In this regard the process fails to accord with the Gunning Principles.

Overall, there is a clear lack of precision on what exactly we are being consulted on, with inadequate regard paid to the effects on the environment. Only the non-technical summary has been submitted for this consultation not the full environmental baseline reports.

Assessments carried out to date have been on the distributor road only and does not take account of the full scale of development in which the distributor road is integral

EL160

Respondent type: Business/Organisation/Stakeholder Group – Landowner (Chippenham 2020)

With regard to the Future Chippenham Road Route Consultation, please take this note as Chippenham 2020 LLP's formal representation.

Our only interest in this consultation relates to land north of the A4 (ie Zones 3 and 4).

We firmly believe that the indicative Master Plan should influence and inform the most appropriate road route through the site and not the other way round and, in the absence of an indicative masterplan, we are unable to comment constructively.

However the HIF bid was supported by a Concept Framework Indicative Masterplan by Atkins (also attached) which clearly shows the middle road route (Option B). This was the basis upon which our support was sought and the HIF award was made.

In specific response to your Road Route Consultation it follows that we believe that this road alignment (Option B) is most appropriate. Option A would also be acceptable to us as landowners but Option C is not deliverable in Zone 4 due for legal reasons.

EL161

Respondent type: Business/Organisation/Stakeholder Group – White Horse Alliance

Future Chippenham - Objection from the White Horse Alliance

To Wiltshire Council planners, councillors, directors of Stone Circle companies and any planning inspector who may eventually examine this shockingly bad proposal.

Dear Sir or Madam

None of the member organisations of the White Horse Alliance have expressed any support for the grossly inappropriate project to drive a hideous new road through the open countryside of farmland and flood plains to the east of Chippenham.

We have already included the road and its two new suburbs in our objection to the Local Plan review:

A grandiose new road to the east of Chippenham has already attracted a HIF grant of £75m. This will clearly not be enough to fund a road that would cross two flood plains on long viaducts on its route from the A350 to the A350. A project of such scale, capacity and expense will clearly function as part of the A350 corridor.

It is not clear how this road and the proposed sites for 7,500 houses fit into the rest of the 'emerging strategy' or how it fits in with anything resembling a plan fit for the 21st Century. How can this plan be squared with the council's commitment to tackling the climate crisis? How can so much destructive development be driven through such sensitive landscapes and wildlife habitats? The 'emerging strategy' does not attempt to answer such questions. The Future Chippenham urban extension seems to be a fait accompli, despite widespread public opposition: a grant for the road has already been obtained, the council has formed its own companies to fulfill its new roles as estate agent and property developer.

Wiltshire Council has ignored our responses to all its previous plans. Its track record of failed road schemes and dud developments - from the A36 Codford-Heytesbury 'improvement' (£3m wasted) to the A350 Westbury bypass (£5m wasted) to the A350 Yarnbrook-West Ashton relief road (total wasted not yet known) does not inspire confidence that it can manage this ambitious trail of destruction through the places where the Wiltshire countryside used to be.

This consultation can have no legal status. We presume you are merely seeking to address the democratic deficit pointed out by James Gray MP – the council assembled this vast commercial enterprise without asking the people of North Wiltshire and surrounding areas whether they wanted the farmland east of Chippenham bisected by a fast new road to open it up for car-dependent suburban sprawl. Were they asked if they wanted 7,500 new homes built on their green fields? Were the people of Wiltshire as a whole asked if they wanted their council to add another 5,000 homes to the arbitrary total handed down by central government, all to boost the population, growth and revenues to pay for the entrepreneurial fantasies of a few councillors not known for valuing the landscapes of the Avon and Marden valleys and the farms that would be sold and concreted over?

The vainglorious arrogance of those behind this project is matched by the underhand way people are being 'consulted' about their preferences for the road. The question is not 'Which route do you prefer?' but 'Do you want this road and the suburban sprawl it is intended to enable?'

The answer to that question must be a resounding 'No!'

EL162

Respondent type: Individual

I live just outside Chippenham in Kington Langley. It's a beautiful part of the county, and I read with concern the council's plan to build a substantial number of houses to the East of the town. I believe this will spoil the whole character of the old market town that Chippenham was, and would condemn it to be not much more than a dormitory town based on the Railway station.

I have seen the proposals, and as the consultation asks for my choice between 3 unacceptable alternatives, I have to write and say that all are wrong for the town.

EL163

Respondent type: Individual

I object to all three routes for the proposed road in the Avon and Marden valley for the following reasons:-

- 1 Given the economic and societal changes being wrought by COVID, as the the housing estates are unnecessary the road is unnecessary. We do not need this number of houses as these figures were based on a projected need to accommodate increasing numbers of workers from Europe and the Wiltshire Council figures are hugely inflated as a consequence of Brexit and other factors.
- 2 The houses should be distributed more fairly around the rest of Wiltshire.
3. Increasing and rapid climate change and the risks of flooding on this flood plain render these developments absurd.
4. Again, particularly in the light of Brexit, the farmland around the valley is excellent land on which to grow food and Britain could become more self sufficient.
- 5 The wildlife in the area concerned is well documented and and its uniqueness is established.

EL164

Respondent type: Individual

Why is this road being planned to cut through our beautiful countryside, there has to be a better way !

Government and council are always saying all the right things about saving and protecting the environment, but they seem to pour the concrete regardless, as someone born and living in Wiltshire my whole life it terrifies what I am going to see happen to our town over the next few years. It's too much! Chippenham is a small market town please don't turn it into a congested ugly carbuncle.

What are you doing to our lovely town iChippenham!!! How can this road plough through what's left of our green fields. Isn't it bad enough that we have lost Birds Marsh these plans cause me so much anxiety. Surely we have had enough new development. We hear constantly about how we really need to protect our environment and green spaces, but this new road surely cuts through the heart of our area !
There must be a better way ?

EL165

Respondent type: Individual

I am writing to express concern over the Local Plan for Chippenham and the proposals to build a relief road and 7500 new houses in the east Chippenham area. These plans would have a devastating effect on Chippenham's natural landscape and biodiversity, as well as massively increasing the emissions of greenhouse gases including carbon dioxide. It would also degrade the quality of life for Chippenham residents by further reducing our precious green spaces, areas which have been heavily relied upon by some of the most vulnerable in our town as a place of relaxation and escape during the current global pandemic. I have outlined my concerns below and hope you will take these views into consideration.

Natural Landscape/Biodiversity/wildlife corridor

The Local Plan for Chippenham sets out various sites to develop an excessive number of houses, roads and amenities, with the preferred land "Site 1" being to the East of Chippenham. This site includes land which lies within Bremhill Parish. Bremhill Parish have a Neighbourhood Plan which was adopted in Feb 2018 and protects land between the North Rivers cycle path and the River Marden from development. The unspoilt countryside between the North Rivers cycle path and the River Marden is protected in the Bremhill Neighbourhood Plan and must not be developed. Furthermore, the proposals to build a relief road in this area is in direct contravention of the Bremhill Neighbourhood Plan, which specifically states that "development should not be permitted in the open countryside between the cycle route and the Tytherton Lucas Conservation Area".

These proposals also threaten Chippenham's Natural Landscape, which includes a precious wildlife corridor running along the Marden and Avon rivers which provides vital habitat for numerous species. For example, a recent ecological survey found there to be breeding otters residing along the Marden and Avon rivers, a species which is protected by European law. Another group of animals threatened by these proposals are bats, many species of which are already vulnerable to extinction in the UK and are protected under Schedule Five of the Wildlife and Countryside Act, 1981.

Reduce farming land

The Local Plan and subsequent relief roads will also destroy vast amounts of vital farm land, impacting not only the people whose livelihoods depend on the agricultural industry, but also further increasing our dependence on other countries to produce our food, countries which do not uphold the same high-quality farming standards the UK is proud to uphold. This farmland also hosts various wildlife species, from delicate wild flowers to migratory birds.

River pollution/flood risk

The construction of additional roads and new housing estates will have a long lasting, negative impact on the Marden and Avon rivers, which are home to many waterbirds, fish and mammals, including otters, water voles and kingfishers. A recent report by the Environment Agency found that no river in England is free from pollution, a devastating blow to our country's biodiversity. This highlights that drastic action is needed to protect our waterways, and rather than further degrading them with industrial pollution from new roads, we should be tackling the current threat by working with landowners to reduce agricultural runoff.

Impact on community/bike routes danger

The three proposed road routes and the subsequent housing development would severely impact the 403 cycle route which runs between Chippenham and Calne. During the Covid-19 pandemic, people have turned to their local landscape for exercise, providing both mental and physical benefits. Indeed, over 5,000 people objected to the potential closure to the cycle path last year showing that it is much appreciated by the existing inhabitants of Chippenham for access to the countryside. The proposals would have development on both sides and a road crossing it, as well as destroying the countryside that people access around it. The cycle route

also provides a safe, road free route for commuters, linking Calne and the village of Studley and Derry Hill to Chippenham railway station. It is these, carbon neutral forms of transport we should be promoting, not further roads which will only add to pollution levels.

Emissions/congestion/air pollution

Rather than decreasing air pollution, the building of new relief roads and the development of over 7000 houses will massively increase the levels of harmful pollutants in our atmosphere. Whilst the council argues a new relief road would decrease congestion in the town centre, in reality it would likely have little effect, due to the 14,000 new cars that would be on our roads due to the new housing development. Air pollution is having a dramatic impact on public health. Last December, for the first time in UK history, air pollution was listed as cause of death in relation to the death of ██████████ a 9-year old girl with asthma. This will happen again if we continue to build new roads for more and more cars. It's a vicious circle and must be put to an end. Instead, councils have a public duty to invest in environmentally friendly forms of transport, including walking and cycling.

Commuter town/Future living style (less commuting)/distributor road nor relief road

The Covid-19 pandemic has caused a radical shift in the way we live, work and socialise. Now more than ever, we have come to rely heavily on our natural landscape and the benefits it brings on mental and physical health. Destroying our precious green spaces would be a huge loss to the people of Chippenham, who have turned to the local countryside in a time of global uncertainty.

People are also predicting a tremendous change in how we work, with more people expected to work from home rather than commute to office spaces. This could lead to new opportunities for Chippenham, with existing office blocks repurposed as affordable housing. This would be a far more economical option than building new houses and would stop the degradation of our local landscape.

Additionally, the proposed housing developments are likely to be very similar to the current housing estates around Chippenham, predominantly 3 and 4 bedroom homes costing upwards of £350,000. These houses will be unaffordable to the young people of Chippenham who need help gaining a foot on the property ladder, instead attracting a new wave of commuters, turning Chippenham into a heavily urbanised hub, similar to Swindon. With the proposed development site where it is, Chippenham and the neighbouring town of Calne will soon merge, desecrating our countryside and overwhelming neighbouring villages and local amenities. This is not the town the people of Calne or Chippenham want, and certainly not what they need.

Bad planning

Various bodies have also raised concern over the implementation of both the Local Plan for Chippenham and the relief road proposals. CPRE have raised concerns with the way in which these bid proposals have been brought forward, stating; "Where this area of locally highly valued and sensitive countryside is concerned it seems that full transparency and public participation has not taken place. This undermines the democratic decision-making process where community and environmental groups play a vital role. Meetings behind closed doors destroy trust".

Furthermore, the current consultation forms designed to submit public responses are unfit for purpose, using leading questions and preventing respondents from airing their concerns, hence why I felt it was necessary to write this letter separately.

Local economy

The consultation states – "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". How can the Council be sure that this will be the outcome? What collaboration has taken place between Chippenham and County Councils to arrive at an evidence-based view that the proposed road will do more than effectively ring-fence an area of land that can be developed in the same unrelenting way that

we can see in e.g. Trowbridge, Melksham, Salisbury and, frankly everywhere. It is accepted that the proposed road will allow those not wishing to enter Chippenham the opportunity to bypass it but I, and others, have already identified the increase in local traffic resulting from many new homes. I am confident that the primary cause of traffic congestion in Chippenham is the school run and this will only be further aggravated by 7,000 new homes and families. This road will not overcome this phenomenon, that can only be done later when the developments are understood. Isn't it the case that the Council/s should use this opportunity to consider all factors necessary to address a wide range of economic, social and environmental issues affecting Chippenham and North Wiltshire at the same time. So much has happened in the last 12 months that the Council should not blindly ignore but instead, as we emerge from this global pandemic, take the time to re-consider the whole scheme.

Let's put the planet's long term future before people's short term interests and convenience. Now, that would be an exciting and worthwhile legacy.

EL166

Respondent type: Individual

No Support For the Road in any form

Please add this letter to the growing pile protesting against the New Road to the east of Chippenham.

I vehemently object to the new road and way it is being presented to the public.

a) The need for the road has yet to be justified as the Local Plan is still pre-planning. Pushing the road through early and so forcefully, before the housing need for Chippenham has been agreed, is totally inappropriate.

b) Only offering three choices (A,B or C) with no choice for "no road at all" is clearly trying to rig the vote and shamefully manipulative. It was noted that this fourth "no" choice was offered by a County Council presenter at one public meeting, only for the offer to be revoked the following day.

c) The road will add to traffic congestion and not reduce it. As a local distributor with 20mph speed limits, traffic calming etc it will clearly not help with HGVs and lorries from the A4 to the A350. Being sold as a means of reducing Chippenham traffic is clearly a falsehood.

d) The road, in and of itself notwithstanding any housing development, will be hugely damaging to the valleys of the River Avon and River Marden east of Chippenham. It will undermine Wiltshire County's plans for carbon reduction and environmental protection.

The investment in roads to the east of Chippenham is not justified in the current economic climate and during a medical emergency.

It is self-evident that post-pandemic work patterns will change massively and the old ways of working will become in large part redundant. Any strategic investment should take careful heed of shifting economic plates and the fast changing situation around business investment and work patterns.

It also makes no logical or strategic sense to invest in infrastructure before planning permission has been won for the new build that the infrastructure is designed to serve. The financial and planning risks are intolerable.

No true commercial concern would permit such a failure of business logic. The likelihood of massive financial failure is real, and with such a poor reserves situation Wiltshire Council would be negligent to ignore them.

The current consultation on the new road presumes its construction. It is therefore not a true consultation but an exercise in public relations. This strategy is cynical and ignores the main requirement of HIF grants that they receive true local support. Local support has not been garnered or demonstrated

It is supremely cynical to bid for the HIF grant covertly and behind the backs of Chippenham and local parish councillors.

The new road flies contrary to the local parish plans. It is willfully destructive to the local natural environment and wildlife.

Many fear that this will be a white elephant. When organisations overextend and collapse to their knees through poor business discipline, it is their customers and shareholders who suffer most.

Finally, it is relevant to remember that there is no such thing as a fixed plan. Only planning is constant. Plans should change in the face of changing circumstances. To plough on headlessly in the face of such a mountain of risk is worse than foolish. It is negligent.

EL167

Respondent type: Individual

Currently we are again getting road congestion in and around Chippenham. This congestion is happening and we are still in Lockdown.

I have only lived here just over a year and have been delighted to walk along the Avon and by the Marden River. The beauty of Chippenham is this valley.

The Proposed New Road is not to cope with this existing road congestion. It is an access road ,so that new houses can be built. To avoid future road congestion, the best solution is not to build a new road and not plan for more new housing estates with car owners.

We are being told in the news that there has been about a drop of a Million people in the UK , due to emigration of EU citizens and a drop in immigration. This is the result of the combined effects of Brexit and our poor record with Covid-19.

There will now be no new surge of people wanting to move out of London to enjoy country living this near to Bath and the Cotswolds that would not plan to actually afford to live in Bath or the Cotswolds. Why make do with an ordinary Wiltshire Market Town rather than the pretty Cotswold Cottage.

Is there still a housing problem in Wiltshire ? With the closure of the Honda Plant in Swindon, surely more ordinary people from London now working online could be better housed in Swindon. Swindon will need the extra custom in their shops. Swindon already has the necessary roads that Chippenham hasn't. Swindon is both in Wiltshire and on the Main Great Western Railway Line.

Why plan for a road and housing in Chippenham that will not be needed and that would still destroy the beauty of the Avon and Marden Valley and Chippenham

EL168

Respondent type: Individual

I strongly object to the Future Chippenham Road Route options. I am astonished that a 'no road' option was not included, given that we have a right to object to any new roads and related infrastructure.

The housing numbers are disproportionately high and have been artificially inflated to line the pockets of a few. Population increase estimates for this area for the next 20 years do not match your proposed housing numbers!

Climate change is the biggest threat we face. We cannot continue the way that we have been and the carbon emissions from this development would be astronomical. Green spaces like this one are the lungs of Wiltshire and are critical in our fight against climate change. We need reduced numbers of well- built, sustainable housing, preferably on brownfield sites and away from untouched areas of beautiful and vital farmland.

This area is a haven for wildlife and rare species and any development in this area, particularly near the river valleys would be catastrophic. This planet is not just for human consumption but for the flora and fauna that lives alongside us.

Flooding in this area is increasing year on year and tarmacing great swathes of green fields and building unnecessary houses will exacerbate this hugely, destroying property and riverscapes alike.

EL169

Respondent type: Individual

I would like to register my objection to the new road plan and housing expansion for Chippenham. I feel it is too large for the town and I would only support it if it was accompanied by a radical proposal to revive the town centre, which is not large enough for such a development.

This could be done, but there is no money for it - and in any case the development cuts too far into the green area between Chippenham and Calne, where I live.

Please record my objection with the rest.

EL170

Respondent type: Individual

We do not want or need your excuse of a road to build 8000 houses and more unused industrial estates we do not want or need more cars added to chippenham melkshams traffic stop destroying are countryside needed for food production and for are wildlife your destroying there homes and biodiversity and ecosystrms and water ways your pollutionning are children's children's will suffer your destruction on wildlife and there physical and mental health from your destruction of the valley and melkshams countryside and Drew's pond in devises your are near bankruptcy so stop building we need a town center youth vacillating activities we need to keep furling close homelessness will not be solved it's not social housing your building it's commuter houses no hospital no schools no jobs just pointless destruction of are countryside stop we do not want chippenham turned into Swindon no to Swindon no to the road

There is no preference to any route no road no road what do you not understand we don't want the road and your commuter homes

EL171

Respondent type: Individual

25 FEB 2021

20 February 2021

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

Dear Sir or Madam,
Consultation on Future Chippenham distributor road route options.

Following today's webinar I have the following questions and would appreciate your early answers.

Can you explain how the road will improve traffic in the Chippenham area when:

1. Access to the centre of the town will still mean traffic uses Pewsham Way or London Road. There are no direct alternatives for access to the railway station, Town Centre shops (such as are left), Bumpers Farm outlets, Hathaway Park, Sheldon and Hardenhuish schools, Chippenham Hospital, Hathaway Medical centre, Rowden Surgery, Bath Road outlets, The Olympiad and Council Offices (including Police facilities).
2. Access to Melksham will be more congested and queues will tail back through Beanacre.
3. Some traffic will use the A3102 to join the A350 but this will back up the traffic at the Melksham town centre or in the housing estate roads that lead to the A350 near Semington.

How does the road enhance the "economic potential for other settlements on the A350 corridor" as stated in the HIF Bid? Surely Wiltshire Council should be looking to develop there where the infrastructure is already in place without creating a new road?

In view of the large volume of people who have stated they are opposed to the road why is the Council still pursuing this project?

In the webinar it was stated that the identity of respondents was not requested for GDPR reasons why does the Local Plan ask for them? I expect that multiple responses, supporting the road, will be submitted by persons/organisations with vested interests but will be hidden from verification by this lack of information and what steps are the Council taking to ensure that this does not happen?

Finally, I would suggest that it was not clever to suggest people go and look at Eastern Way, Melksham to see what the road would look like when non-essential travel is not permitted at this time!

Consultation on the distributor road route

The consultation response form is deliberately biased as it assumes one of the routes will be preferred. There should be an option that states the road is not required.

Questions 1 – 4 are not necessary to the relevance of the answers. The answers will portray the public/business opinion regardless of age, status or location. This indicates that some responses will be downgraded/ disregarded due one or more of these factors. However, if the Council consider it necessary for statistical purposes names should be requested to avoid “fraudulent” or multiple responses from parties with vested interests.

Questions 5 and 6. With or without consideration of the road Wiltshire Council and individual members should consider all of these matters in every aspect of their provision of public services.

Question 7. As stated above there should be a “no road” option.

Questions 8 – 13 do not apply in this case.

Questions 14 – 17 assumes that people do travel to Chippenham Town Centre but the more relevant matter of “how often” is missing and what improvements would encourage use of the Town centre.

Community Liaison Group creation should not be required if Wiltshire Council were more in touch with the community and presented matters in a way more open, meaningful and simple to understand fashion. Having to trawl through many reams of documents causes respondents to rely on Wiltshire Council publicity which is biased towards what the Council wants rather than the actual need for the Town.

My comments on the Distributor road and the HIF Bid are as follows:

1. The Council are using the HIF money to progress old plans which were devised from desktop ideas to generate cash from the sale of Council assets and to this end the road scheme was devised to include other land that had previously been denied planning permission by the Planning Inspectorate.
2. The actual bid document discloses some matters of concern:
 - a. Rather than put forward the plan for the road for open comment by landowners, etc. Baroness Scott held discussions with such parties which would indicate that they were asked what they would like and being commercial operations they opted for the most lucrative to them. This would not have been the best solution for Chippenham.
 - b. The letters of support from the parties in these discussions in many cases use the identical phrases/sentences in their letters which leads to the belief that they were given a written brief on what to say.
 - c. There appears to be no mention of other sites that could be developed adjacent to existing roads suggesting that there is no alternative to the new proposed road.
 - d. The data used is now out of date (eg: House prices 2016 -2017 which have varied due to the Covid situation). The NPV transport costs are based on 2016 figures

expanded to 60 years projection. However, the pandemic has significantly changed working travel (eg: working from home) and the numbers quoted are irrelevant to the current position.

- e. The financial case (bid page 85) is redacted and as cost is a primary consideration in making a judgement the public are deprived of the information. Using figures scattered elsewhere in the bid document it indicates that £75 million is totally inadequate to cover all costs placing a future financial burden on council taxpayers. The additional financial expenditure (eg: primary schools £43m, medical centre £21m and utilities infrastructure £12.6m) will fall directly on the public by taxation and utility costs.
- f. The Stone Circle companies (still hidden from direct public view) are apparently being funded to the tune of £100 million, at least. With the interest charge increase of 1% by PWLB the additional cost of £1 million will fall on council taxpayers.
- g. It is stated that Chippenham has nett out commuting by working residents, currently. Yet the bid document states that, by 2036, only 5300 jobs will be available for 37,500 residents making the town even more of a dormitory town.
- h. It is extraordinary that the Council should consider £10,000 road only infrastructure cost per new property is value for money. This leads to the assumption that Wiltshire Council is determined to proceed at any cost, on a flawed scheme designed by people having little knowledge of or regard for Chippenham.

I would like to know how Wiltshire Council can expect the public to give a truthful contribution to the consultation process when:

- a. Much negotiation and discussion has been taken behind closed doors.
- b. No meaningful financial detail has been given.
- c. Details available show that data used is out of date and post-pandemic considerations/variations are obviously not going to be considered in the final decision.

Submitted by [REDACTED]

23 February 2021.

Now that the Hir agreement has been completed can some progress be made on the document to include the latest revelations of projects where Wiltshire Council involved It is noted, in the recently released documents from Housing England, that the wording of many of the "support" letters to Jane Scott contain virtually the same wording and one wonders if the senders were supplied with a draft document for submission. Can a copy of the letters/information sent to the parties be supplied for clarification.

Finally, I would ask if, in the interests of Wiltshire residents, the Council are prepared to reconsider their proposals before they lead us down the wrong road to our becoming the first concrete county with little of our green and pleasant land being left to feed the people in a sustainable climate

How does the road enhance the 'economic potential for other settlements on the A350 corridor' as stated in the HIF bid? Surely Wiltshire Council should be looking to develop there where the infrastructure is already in place without creating a new road?

EL172

Respondent type: Individual

I would like to object to the proposed distributor road concept that has been outlined in the documents for this consultation. To build a distributor road around the eastern side of Chippenham, fill in with 9000+ 'new build' housing and then somehow graft on some active travel walking and cycling is to continue the failed transport/infrastructure strategy of the past 40 or more years. The following points are made in support of this objection:

1. Building more roads increases traffic when traffic needs to be reduced because of climate change. The UK government has published documents on the effects of induced demand that show building more roads leads to more traffic.
2. There is no plan for jobs so the development will only result in large numbers of new residents commuting somewhere else. I assume that further work on the M4 junction would be required and has been factored in. This just indicates that the development will generate more traffic.
3. Building this proposed new road using whatever route will result in out of town shopping developments sites which will in turn result in more traffic. This is not the kind of development that is needed in Chippenham.
4. There is no guarantee on the quality of housing being proposed. Will they be low energy/passive housing? Are there going to be low traffic neighbourhoods where, what about terrace housing?
5. Existing housing developments in the Chippenham area are designed to be accessed by motor vehicles with little or no thought for active travel. This increases car dependency and social isolation which are not addressed in the proposals.
6. There is no recognition of the health benefits of walking and cycling in the proposals in contrast to car dependency inherent in the proposal. The proposals will increase the frequency of type 2 diabetes, cancer and heart disease. The proposal needs to provide a health impact assessment.
7. There is no recognition in the proposals that people who walk and cycle spend more in local shops in town centres because people who drive prefer free parking and will go to out of town developments where parking is free.
8. There is no impact assessment with respect to climate change.
9. There is no environmental impact assessment.
10. The vision provided in the documents is of a barren, sterile development that lacks any imagination or design flare.

Wiltshire council needs to re-imagine Chippenham town centre and redesign the transport around active travel. 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. Meeting this target will require a reworking of the road space within Chippenham to allow active travel access to the Town centre and other amenities. As this occurs new housing can be developed together with industrial/office units/ schools and other amenities all linked by high quality walking and cycling routes.

The aim of Wiltshire council should be to facilitate people to live, work, shop, learn and play mainly in their own local town and work towards net zero carbon emissions. This proposal does the opposite.

EL173

Respondent type: Individual

I find it baffling to know how a relief road that will generate 7500 new houses, with the additional potential of generating an extra 15000 cars in Chippenham, can carry that name. If you were not serious about rail roading this project through it would be laughable: what relief? It threatens to take out farms (WC owned) and other green spaces. So much for your environmental credentials!

I am against all the options for a relief road and wonder why £75 million could not be spent on more worthwhile projects such as public transport (trams, monorails etc). You are obsessed by cars and housing, the former will still be a polluter for many years to come.

Please think again, if necessary, lose the £75 million and keep the beautiful Wiltshire countryside intact.

EL174

Respondent type: Individual

I strongly object to the current proposals for building more housing on fields around Chippenham. The beautiful county of Wiltshire is gradually losing its character and the advantages of open spaces that make it such a pleasant and healthy place to live. The damage to both the natural landscape and the wildlife will be irreversible. Most of the housing is of little aesthetic appeal and is at a price that is unaffordable for most working people.

I do hope that the plans will be reconsidered in the light of the considerable opposition from local people.

EL175

Respondent type: Individual

I am writing to add my voice to the protest against Wiltshire Councils site allocation and distributor road plans for Chippenham.

These proposals are extremely unpopular. As I understand it both Calne and Chippenham town councils have universally rejected the plans, and almost 5000 people have signed a petition against them. Anecdotally I have not spoken to a single person who supports the proposals. Personally the plans seem to be totally disproportionate to the local character of Chippenham and surrounding villages and will destroy huge tracts of local farmland and countryside; including the habitats of birds and other wild creatures.

According to MP James Gray,

"The planned 7500 extra houses, which would create a new town the size of Calne would destroy a great swathe of countryside. It would mean perhaps 20,000 extra citizens for Chippenham. It would also mean 10 or 15,000 more cars using the local roads. Our population and employment are currently more or less in balance, so why do we need all these extra houses? Why do we need to overstretch our infrastructure, including roads, supermarkets, schools and surgeries? There are no good reasons I can think of".

I do not understand why councillors and developers would impose these plans on local people when there is so much opposition

EL176

Respondent type: Individual

Apologies that this is so late.

In my community work supporting churches in their work with older people in and around Chippenham, I have picked up the fact that many church leaders and other statutory service providers are concerned about the lack of planned community buildings in the housing estates being (or about to be built) in Chippenham.

Sometimes 'public space' is mentioned in the developers plans but there is no mention of public buildings for community use. Our MP has also noticed this omission.

I have met NHS workers who are also concerned about this and everyone is aware that older and/or disabled people moving into these new housing developments will potentially be isolated if they are too far away from community buildings (including the current church premises in the town).

I have tried to highlight this huge issue with local and County Council staff many times over the last 2 and a half years.

I've even made the suggestion that planned primary schools' buildings should be built with a community room so that the school maintains and cleans it in exchange for using it when their local community isn't. This works well in some villages apparently and eliminates the long term expense to the local authority.

Please don't assume that planned smaller housing will mean that older and retired people won't be interested in moving into it. Where their children and potential grandchildren go, they often follow to help with childcare etc. Then children moved away for larger housing etc and the older people are left behind while they become increasingly immobile and then isolated and possibly lonely.

As you know, churches are very experienced in community development often running activities free of charge and providing all the people and resources themselves. They offer activities and other support for local people of all ages, from carer/toddler groups to debt management support and job clubs, Coffee mornings and games afternoons, diabetes support groups, dementia carer support and book swap sessions, etc... So much is done by churches, NHS and other community groups but they need premises local to these large housing estates to do this effectively.

Please make sure that you don't just consider allocating space for a small shop and the primary school that you are required to provide. Even a pub won't do it!

A recent survey carried out in Calne by their area board's Health and social care forum found that older people were particularly concerned to have space provided for them to use in whatever way they needed. If the premises are provided, people will do the work to initiate and run things.

I've been present at the Chippenham Health and Social Care Forum meetings where members have been asked to find premises for community support initiatives that are waiting to begin in the town and villages but can't without somewhere appropriate to meet. Of course, access to public space and nature is vital but it rains a lot in the west country and older people like to sit down somewhere indoors sometimes!

This community provision is what makes the difference between people living in Chippenham and people making their home in Chippenham because it's a good place to live.

EL177

Respondent type: Individual

I write to express my opposition to the proposed new road routes around east and south Chippenham.

There is an utterly outrageous proposition on many levels:-

- Any of the proposed road options would encroach upon ancient pasture land and put into jeopardy the viability of the many Wiltshire Council farms that it will run through.
 - There are too few county farms available to tenant already - this will make the situation worse.
 - Using this valuable and productive land will further impact on this country's ability to produce enough food.
 - The impact on the environment would be enormous - there would be a terrific loss of both flora and fauna along the whole route.
 - The River Avon and River Marden valleys in particular are of huge environmental importance.
 - The proposal would massively increase pollution along the route which would impact on the diversity of the flora and fauna.
 - It is likely that street lighting would be installed - this would cause light pollution.
 - The area between the cycle path and the River Marden is protected within the Bremhill Neighbourhood plan and therefore should not be developed.
 - The continued restoration of the Wilts and Berks canal would be adversely affected- when the canal is restored beyond the A4 it would have another major road to navigate.
 - Constructing any of these roads would be a green light to development between there and the existing town of Chippenham.
 - Chippenham does not have the infrastructure to support any further housing development. There are not sufficient school places, medical services or green open spaces, to name only three, to support further growth in the local population; there has been no mention of developing the brown field sites that already exist within the town.
 - The proposed road would bring a considerable loss of amenity to the existing dwellings in the area to the east and south of Chippenham.
 - There would be a detrimental effect on pedestrian and cycle access to the countryside to the east of the town, by the construction of a major road, and therefore a huge safety implication.
 - The cyclepath that runs from Chippenham to Calne would be massively impacted by a major road; the peaceful, safe and unpolluted route would be ruined for all users.
 - It is likely that the construction of a major road would increase the effects of flooding in the Avon and Marden valleys.
 - The road construction is an unnecessary expenditure with little or no 'gain'.
- The construction of a road around the east side of Chippenham would have a hugely detrimental effect on the area and would alter the environs and the whole atmosphere of that very special part of our town boundary.

I urge Wiltshire Council to withdraw their proposal.

EL178

Respondent type: Individual

I would like to register my objection to the plan to build the road across the Avon and Marden Valley. It is without doubt a tremendously damaging prospect for the country side surrounding Chippenham.

It does not have my support.

EL179

Respondent type: Individual

To whom it may concern,

Re: Local Plan and Future Chippenham

We would like to express our vehement objection to the Future Chippenham distributor road and the additional planned housing.

We feel that Chippenham does not need extra roads or extra houses and that having been given the grant you are trying to rush it through without fully understanding the need or sufficiently engaging the people that it affects.

Additionally, having an extra road and houses built goes against the councils own declaration of a climate change emergency and its plans to reduce emissions by 80%. It stated that it will develop a woodland and tree planting policy', develop a 'green infrastructure network' and 'develop a new carbon reduction strategy'. Clearly, the development of the distributor road and new houses is in direct contradiction of these aims. Not only will building the new road increase emissions but it will also destroy precious green fields that make living in Chippenham so wonderful! If we wanted to live in an inner city we would move to Bristol or London but we love the countryside - do not take it away from us!

It feels like the council is trying to dupe and deceive its constituents and residents, who care very much about the environment and the area we live in, all of us are doing our best to make the world a better place for future generations and it feels like you are throwing it back in our faces! I feel that you have not treated us with respect or understanding, for example we only found out about the plans through a YouTube video, this is no way to consult with or engage residents and get them on board with your plans!!

Surely the money can be used for more appropriate projects such as climate change initiatives or youth projects rather than unnecessary projects that would damage and destroy the local area.

EL180

Respondent type: Individual

I am writing to oppose the Chippenham HIF bid proposal for a distributor road (and subsequent building of 7,500 houses) to be built to the East and South of Chippenham for the following reasons:

- I believe it will result in greater traffic congestion in the town, since it will be routed through additional housing areas and will not be a ring road;
- putting a road through the Marden Valley will result in significant loss of habitat for species already in decline;
- farmland should be kept for local food production, be that crops or livestock, therefore strengthening self sufficiency and a more prosperous local economy;
- an increase in traffic will result in an increase in air pollution and therefore an adverse impact on health;
- the Covid pandemic has also taught us the value of having green space around us for mental well-being - the road and housing will result in a significant loss of green open space;
- two years after Wiltshire Council declared a climate emergency, and with plans announced to make the county carbon neutral by 2030, it seems strange that you are now planning a project with such a massive carbon footprint!!
- additionally, public consultation is somewhat flawed - taking public views on road options before their views on houses/locations and the Consultation Form does not even give the option of 'no road';
- many respected organisations, such as CPRE, are against this proposal, as are Chippenham and Calne Town Councils, Bremhill Parish Council, local MP's and many local residents. Please listen to them and stop the destruction of our beautiful countryside.

EL181

Respondent type: Business/Organisation/Stakeholder Group – Calne Without Parish Council

Calne Without Parish Council



Economic Development
Wiltshire Council

By email futurechippenham@wiltshire.gov.uk

8th March 2021

Dear Cllr Whitehead,

Future Chippenham Consultation

Please find attached the response of Calne Without Parish Council to the consultation on the Future Chippenham proposals. These are the views of the Council taken on the information available to it at the time and with a severely restricted ability to consult with the local community.

The Council would also like to draw your attention to its concerns over the consultation process being carried out during a period of national lockdown.

Many members of the public have expressed difficulties in finding the appropriate section of the Council website where they can access the documentation and in taking an active part in the presentations. Those who do not have internet access or limited ability to use it have not been told about the consultation, have not been able to read the proposals or take part in the presentations.

The Council is also concerned over the complete lack of data relating to the traffic implications for communities and roads to the east of the proposed distributor road and associated developments.

Your sincerely,



Chairman

**CALNE WITHOUT PARISH COUNCIL – RESPONSE TO FUTURE CHIPPENHAM CONSULTATION
ABOUT THE WILTSHIRE HOUSING INFRASTRUCTURE BID (HIF) AND POSSIBLE ROUTES
FOR A NEW DISTRIBUTOR ROAD**

8th March 2021

1. The following input is offered on behalf of Calne Without Parish Council to the consultation initiated on 15th January 2021 about the HIF bid and specifically the proposed route of a distributor road to the south and east of Chippenham.
2. These comments represent the views of the current Parish Council and could be subject to change following the election of a new Council in May 2021 and the emergence of further detail.
3. The requirement to provide comments by 12th March 2021, is a relatively short period of consultation for such significant and wide-ranging proposals with major implications for our area and residents. The very limited time and Covid restrictions has constrained our ability to consult widely within the Calne Without Parish community. This must therefore detract from the whole process and call into question the efficacy of the consultation process and the associated timetable.
4. The council notes that the questions posed by the consultation imply that the distributor road will be built and therefore already pre-judges the outcome of consultation on the matter, save the route, and the broader Local Plan consultation.
5. The Options Assessment Report (OAR) clearly states a strategic objective is delivery of housing alongside improved connectivity and to mitigate congestion. It is therefore disingenuous to suggest there is no link between provision of a distributor road and the draft Wiltshire Local Plan aimed at significant growth around Chippenham to meet, and exceed, Wiltshire Council's housing targets. The case for the road, without the housing is not made.
6. A response to the survey by Calne Without Parish Council should not be considered, or presented as, support for the distributor road plans or the associated housing developments as currently proposed. For the avoidance of any doubt the Parish Council is opposed to the distributor road and the provision of 7500 houses for "Future Chippenham" that will result in the loss of valuable green space, farmland and habitats.
7. Ahead of addressing the specific questions in the survey, the Council would offer the following general comments.
8. Aside from facilitating a house building programme, the stated strategic objectives of the Future Chippenham plan are to improve connectivity and reduce congestion. It might be argued that there would be no need for improved connectivity if the housing development did not proceed as planned. In terms of congestion new roads increase traffic does not decrease it. There is published evidence over a considerable

1

period of time that demonstrates new roads create more traffic rather than reducing congestion. In 1994 the Standing Advisory Committee on Trunk Road Assessment showed that average traffic flow on 151 improved roads was 10.4% higher than forecast and 16.4% higher than forecast on the 85 adjacent routes that the improvements had been intended to relieve. In a dozen more cases the increase in traffic ranged from 9% to 44% in the short run and 20% to 178% in the longer run. The conclusion was: "An average road improvement...will see an additional 10% of base traffic in the short term and 20% in the long term." This has been accepted by the Department of Transport. Furthermore, studies of bypasses such as that in Newbury have shown that reductions in town centre traffic levels were less than originally forecast and the subsequent regrowth in traffic levels on the bypassed roads and the new road resulted in a considerable overall increase in traffic.

9. Any claim by the Council that the distributor road will reduce congestion is wrong. As the consultation document makes clear, these houses will be marketed at people working along the M4 corridor and, as the stated aim of the road is to ease access to the M4, then it is obvious that the Council intends to increase traffic on this and surrounding roads as the residents' travel to their jobs, contrary to the Wiltshire Council Local Plan aim of reducing commuting and building houses close to employment. If any of the residents of the new houses wish to use the train to get to work then they will have to drive into Chippenham because many of these houses, especially in the south of the associated development, will be too far from the station to walk or cycle as a result congestion in the town centre and especially on Station Hill/Cocklebury Road will be made worse.
10. The argument that the road is needed to ease access to the M4 for current residents is spurious because the proposed road goes nowhere near the M4. The A350 is the main route to the M4 and the idea that anyone would wish to drive a circuit of Chippenham to reach it is fanciful, particularly as the road will not be designed as a quick route given the many links and spurs required for the associated housing developments.
11. There are many environmental concerns with the proposals that do not appear to have been adequately addressed ahead of launching the consultation. In fact, the Options Assessment Report (OAR) clearly states environmental case assessment does not include all mitigation of impact and only includes key elements such as reducing flood plain impacts (although the OAR acknowledges this has not been fully assessed) with mitigation for potential other impacts identified, only to be developed at the next stage of design. How can this be credible when the proposed routes and scale of development have such a significant impact?
12. Driving a large road through an environment which currently has underused country roads and, in the case of the southern section, has no roads at all and is open countryside, will have consequences for birds, mammals and insects. This road scheme will both destroy and fragment wildlife habitats by removing existing wildlife corridors; with no evident plans to address this. The annual Road Death report on animal fatalities shows that building large roads through a rural area has an effect on

wildlife fatalities, with deer, owls, kestrels, hares and smaller mammals that live in arable, pasture and woodland being disproportionately affected. It goes on to say, 'Due to the impact of road casualties it has been suggested that barn owls are unable to sustain viable breeding populations in close proximity to...roads... and that road casualties may even be responsible for suppressing the populations of some of our common mammal species on a local scale'.

13. An increase in air pollution is an inevitable consequence of new roads. The UK has consistently failed to meet legally binding targets to reduce air pollution. On average transport is responsible for 80% of NOx emissions at the roadside. Air pollution poses critical threats to the health and well-being of residents. There are an estimated 23,500 UK deaths annually from nitrogen dioxide concentrations and exposure to small particulate matter pollution is estimated to result in nearly 29,000 deaths in the UK each year. A report by the Royal College of Physicians and the Royal College of Paediatrics and Child Health found that outdoor air pollution is linked to around 40,000 deaths a year and estimated that the impact on public health by this pollution costs the UK more than £20bn annually - 16% of the annual NHS budget. It found that air pollution plays a role in many chronic conditions such as cancer, asthma, heart disease, and neurological changes linked to dementia. It concluded that the concentration limits set by the government and the World Health Organisation are not safe for the whole population and leave certain groups vulnerable. The Council should not be seeking to increase pollution levels by building new roads and increasing road use.
14. As well as the CO2e emissions which this road will cause through the extra traffic it will generate, the construction of the road itself will generate emissions that will exacerbate global warming. Whilst this is difficult to calculate because it depends on the sources of power used in the extraction, import and manufacturing of the aggregates, all proposed routes require multiple flyovers which require more construction materials than a regular road. This project could result 200 tonnes of CO2e being put into the atmosphere before anyone drives on it.
15. The current environmental crisis is not just about global warming but is also about the catastrophic collapse of Britain's bird, mammal and insect populations which will have wide-reaching consequences for food production and the wider environment. All roads are a barrier and hazard to wildlife and roads in the wrong places can destroy and fragment wildlife habitats, as well as harming landscapes that are important for their nature, geology, historical or aesthetic value. Noise and light pollution can also cause underestimated damage. Recently scientists have shown that noise pollution from roads diminishes birds' ability to find food and that noise pollution.
16. In general, local residents do not support new roads. Opinion polls and surveys over recent years have consistently shown that most people prefer to improve public transport and, if money is to be spent on roads, they want it to be spent fixing potholes not adding new capacity. With the changes that have been wrought in working and commuting over the last year by Covid 19 the Council would be very ill

judged to go ahead with this road scheme as, largely because of a rapid move to home working, fewer road journeys are being made and the public is highly supportive of expanding local transport options. A recently commissioned poll by MPs shows that residents want more and better safe cycle lanes and bus services rather than major road building investment.

LOCAL ROADS AND WIDER IMPACT

17. Calne Without Parish Council is extremely concerned that the Future Chippenham consultation gives no information on the traffic implications for communities and roads to the east of the proposed distributor road and associated developments. The proposals for the road and up to 7500 houses will have much wider impact than the very limited area chosen for assessment and consultation and is a major omission that challenges the validity of the consultation.
18. A similar issue arose with the West Calne, Bevesbrook by-pass proposals in 2000 when a by-pass and major housing development was constructed with no analysis of the impact on nearby communities. The result was the creation of a major rat running problem through Derry Hill (Church Road) by northbound and southbound traffic on the A3102 seeking to avoid congestion in Calne. The route is wholly unsuitable as it is fronted by a primary school and has no continuous footway. Later traffic calming has been ineffective in preventing rat running and speeding. Traffic surveys in 2015 showed up to 65% of traffic was rat running. This continues to this day and has almost certainly worsened. It is vital that at this stage of consultations that full traffic implications of the road and housing are modelled and residents of communities on the west side of Calne made aware of the impacts.
19. The transport modelling described in the Economic Assessment section of the consultation documents is wholly inadequate and makes reference to the performance of only one junction east of Chippenham. That junction of the A4 and the A342 Devizes Road near the Lysley Arms is effectively a priority T junction with the heavy flows on the A4 having priority over the Devizes Road (A342) traffic. The Economic Assessment merely gives a weighted volume over capacity % for the junction as a whole. That completely disguises the delays likely to be experienced on the Devizes Road (A342) arm of the junction as the weighting greatly favours the much larger free flowing traffic movements on the A4 that are well within the theoretical capacity. The Devizes Road (A342) arms of the junction are likely to suffer very significant additional delays and congestion due to greatly increased peak hour flows on the Devizes Road (A342) and particularly the A4 which will be generated by the 7500 houses in the Future Chippenham proposals. By aggregating the weighted volume over capacity for each arm the percentage given disguises the issues that will be experienced by Devizes Road (A342) traffic. The consultation should be transparent and show the impact on all individual arms of the junction not the weighted average which is misleading.

20. The modelling should also examine the potential issues arising in the local lanes close to the distributor resulting from potential rat running with mitigation measures identified and provision for these within the associated budgets.
21. It also appears that the comparisons with the Do minimum option are distorted by there being only additional housing commitments associated with this option and no additional employment, which would lead to the modelling of greater out commuting and resultant congestion. The Future Chippenham options include both housing and employment allocations and are not true like for like comparisons with the Do Minimum option.
22. The consultation provides no evidence of the amount traffic generated by the proposed development or its distribution and assignment to routes in the network. It is not clear what traffic flows will be anywhere on the network or whether the wider area east of Chippenham including Calne has even been modelled in any detail. This is of huge concern to Calne Without Parish Council; there should be detailed information on the impact on the parish and the town of Calne where traffic conditions and air quality are poor. It should be remembered that Derry Hill and Studley are much nearer the proposed distributor road and developments than Chippenham town centre and there are already have major capacity issues at Studley Crossroads.
23. A proposed development of 7500 houses, 1m square feet of employment provision and a major distributor road connecting to the A350 to both the north and south, will inevitably generate high levels of new traffic and attract rerouting of existing traffic to the A4 though Calne and our parish. The main junctions in Calne and on the A4 west of the town are already congested and operating close to or at their capacity. An example is Studley Crossroads where a relatively small development of 53 houses on the Studley side of the crossroads and which generated relatively low additional traffic movements on the Derry Hill side caused there to be significant queues and delays of over 8 minutes. The developers own traffic consultant showed that peak hour traffic flow on the Derry Hill arm of the junction is 120% of the capacity. This already exceeds all the junctions in Chippenham that have been analysed as part of the consultation and yet Studley Crossroads has not been considered. This and is a major omission for a junction so close to the proposed distributor road and a 7500-house development. Studley Crossroads already has traffic flows on the A4 of 16000 vehicles a day, any increase in A4 flows will reduce the ability of Derry Hill traffic to turn into the A4 with delays increasing exponentially.
24. These traffic issues and the impact of the development and new road on Studley Crossroads, Curzon St, Silver St in Calne, Sandy Lane and surrounding country lanes must be analysed and properly considered as part of the consultation. Without this information the proposals should be rejected and not deferred to a later stage to consider mitigating measures. Mitigating improvements are likely to be considered and rejected as impractical or prohibitively expensive. Studley Crossroads for example has been developed on all sides so there is very little room for

improvement and as mentioned earlier is now a major rat run for drivers avoiding congestion on the A3102 in Calne. The only factor suppressing demand for greater use the route as a rat run is the current difficulty in turning right onto the A4. Any improvement in capacity on the Derry Hill Arm at Studley Crossroads will attract a corresponding increase in rat running traffic to an unsuitable route with environmental and safety issues. Any delays introduced to the currently free flowing A4 traffic will create unacceptable noise and air pollution problems close to the new residential developments at Studley Gardens and Chapel Street.

25. Developments of scale of Future Chippenham require much more detailed examination the wide area affected which must include Calne Without Parish, Bremhill Parish and Calne town centre and the area between Calne and Chippenham, including from the A3102 through Sandy Lane.
26. The consultation document focuses on the benefits to Chippenham but does not make any reference to the detrimental impact on Derry Hill and Studley that are only one mile from the proposed distributor road much nearer than most of Chippenham. The parameters used to assess and model the traffic impact are unclear, out commuting from Chippenham at 64% and Calne at 73% is very high. With little or no information or confidence in the type of new employment envisaged it can only be assumed that the current imbalance between jobs and housing will be further exacerbated resulting in very high levels of peak hour traffic generated by the new housing. A4 traffic levels through Derry Hill, Studley, Sandy Lane and Calne will inevitably rise significantly with travel to work journeys to employment areas to the east such as Berkshire and Hampshire.

RESPONSES TO QUESTIONS

27. To address the specific questions arising from the consultation we would offer the following initial comments on the current proposals:

Q1. 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, bicycle and pedestrians. YES, but in addition to improving availability the proposals must compel use and deter car ownership and light transport access.*
- *Easing traffic congestion and improving journey times. YES. But there is little evidence that linking the A4 to the A350 will provide a more resilient local network to address traffic congestion. The proposed link or distributor road (which this council does not support) will do nothing to stop those with local knowledge seeking to use the most direct routes through the town. Nor does*

the proposed distributor road design make it an obvious alternate option given it is single carriageway and have many spurs and junctions. See additional comments at paragraphs 8,9 and 10 above.

- *Climate change adaption/mitigation. YES.* It is questionable given the nature of the proposals and the associated proposed housing development that adequate attention has been paid to the environmental aspects of the whole project. See comments and paragraphs 11, 13, 14 and 15.
- *Improving air/noise pollution. YES.* See comments and paragraphs 11, 13, 14 and 15.
- *Protecting and enhancing biodiversity e.g. animal and plant habitats. YES.* See comments at paragraphs 11, 12 and 15.
- *Protecting and enhancing landscape and visual amenity. YES.*
- *Preserving and protecting heritage assets. YES.* At present the OAR provides little detail, save for the archaeological site of significance at Forest Farm. Given the rich heritage of the area we would expect a full survey to be undertaken to ensure the preservation of key assets
- *Other.* Calne Without Parish Council is unable to support the proposed provision of a distributor road for Chippenham as currently conceived. It will not address the strategic issues identified in the OAR of connectivity and Chippenham Town Centre congestion and it will cause considerable environmental damage. At present, it appears to be a project conceived to support housing development – the first strategic objective - and is more akin to proposal from a developer than an elected representative authority.
- A key consideration not adequately addressed is the wider impact of the proposed distributor road and developments on the much broader surrounding community. This is an important factor often overlooked and gives rise the 'law of unintended consequences' – see the example at paragraph 18. Similar issues could arise for Tytherton Lucas, Bremhill and other small communities.

Q2. Please rank the three potential road route options in order of preference. 1 =Most preferred 3 = least preferred.

Calne Without Parish Council does not support the distributor road. Of 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.

Q3. Please provide any specific feedback you would like to give about 'Option A – Outer Route'.

Calne Without Parish Council does not support the distributor road. Option A is not favoured because of the length, the amount of land likely to be consumed by any housing development, given that a distributor road is not considered a development boundary as a traditional ring road would be. It is not consistent with providing easy pedestrian and cycle access, particularly from the extremities of any development. Option A has the highest visual impact for our area and will significantly detract from local aesthetics.

Q4. Please provide any specific feedback you would like to give about 'Option B – Middle Route'

Calne Without Parish Council does not support the distributor road. We are surprised Option B is considered to have the lowest environmental impact in Zone 2. This option does not provide easy pedestrian and cycle access and thus will increase road usage.

Q5. Please provide any specific feedback you would like to give about 'Option C – Inner Route'

Calne Without Parish Council does not support the distributor road. On the basis of the evidence presented this route appears to offer good connectivity, the most suitable and location to connect sustainable transport networks with the town and have the lowest overall environmental impact. It is also the shortest route and therefore potentially constrains broader development, although as has been acknowledged the distributor road is not considered a development boundary.

Q6. Please rank the potential Pewsham link road options into order of preference for Pewsham link Option 1 and Pewsham Link Option 2. 1 = most preferred Option, 2 = least preferred option.

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.

EL182

Respondent type: Individual

I would like to raise objections to the proposed Chippenham Future Plan that is proposing both a large distributor road on the outside of Chippenham that will in turn support over 7000 new homes.

I understand the need for investment in Chippenham. We all want to build a sustainable, thriving community for our children and generations to come. But building a community is far more than investing in housing and a large distributor road. It's the very relationship between communities and ecosystems, where we care for each other and the place we live.

We need to be investing in our town centre providing more opportunities for local business and services for the our children, outside spaces they can connect and explore. This is needed now, for the community that exists today, not as part of an incentive based on the condition we all agree to the Chippenham Future Plan that would undoubtedly change our community for the worst.

The idea that we are invited to comment on the proposals for a distributor road that's apparent principles are to ease congestion in the town, when you then propose 7000 new homes along the site that would inevitably bring over 10000 more cars onto our roads, clearly had dishonest intentions and in fact a bid to secure housing objectives and investment. How about asking the community if they want this development in the first instance? Without these homes, there would indeed be no need for such a distributor road. The number of homes being proposed is far higher than the number recommended.

This current pandemic has shown all of us how incredibly lucky we are to live so close to open valuable green space. With so many restrictions on our everyday life, the countryside has been a saviour to the mental and physical well-being of residents in Chippenham and is something we do not take for granted.

The very zoonotic nature of this virus, has made us all question the impact we have on our environment, and there comes a time when we need to take responsibility and stop continually and unsustainably destroying the world we live in.

I believe if you properly consulted with the community in Chippenham, you would soon realise that we are not wanting to turn our town into a mini Swindon - lest we not forget regularly receives the title of the 'most miserable town' in the country.

I do not normally comment on such matters, but I feel passionately this will not be in the best interests of Chippenham.

EL183

Respondent type: Individual

I would like to object to the road proposals planned for the Chippenham area. As someone who works in Chippenham I cannot see that this road is necessary. As Bath introduces a Clean air zone and so much emphasis is being placed on reducing car journeys and reducing traffic to add a new road system seems misguided and out of step with national thinking.

The housing being proposed is well in excess of that suggest by the governments housing strategy and will increase pressure on services and be detrimental to the small town of Chippenham. Such a large amount of housing will cover a large area of green space and farmland which will have an impact on the climate and thus be at odds with all modern thinking on the subject of protecting our fragile planet.

I strongly hope that common sense will prevail on this matter and that those who propose this scheme will not put profits over the future of Chippenham turning it into a satellite town where housing estates have created concrete jungles for developer profit. The future plans should be focusing on a car free environment and housing should be proportionate to the jobs available in the town.

EL184

Respondent type: Individual

Are there any links to the environmental surveys carried out on the site of proposed new road to eastern Chippenham Particularly on land at lower lodge and forest lane I would like to see the results of the many bat surveys etc which have taken place

EL185

Respondent type: Individual

I'm really against the council receiving £75m central govt grant to enable the sale of land to developers for 7,500 new houses. This is not needed.

I do not want the Council to build on green fields around Chippenham, and save the developers from being compelled to pay for it!

Wiltshire Council have admitted their plans will create 'two new suburbs' for Chippenham, on the 1000+ acres of green fields that are productive farms just now.

Please do not move forward with this ridiculous plan.

EL186

Respondent type: Individual

I am writing to register my objection to the proposed plans to build on Avon/Marden Valley. I am not writing this as an environmental expert or eco campaigner but purely in my capacity as someone who has walked, ran, cycled and enjoyed the area for the past 20 years.

We moved to Wiltshire from our birth counties of Hampshire and North Cheshire. Appreciating the mix of a rural landscape, market towns and beautiful cities in close proximity it made a welcome relief from the huge developments and burgeoning urbanisation that we were both leaving behind. Both Hampshire and North Cheshire, once both rural counties have been steadily changing beyond all recognition through over housing and development. So that 'Solent City' is now forming between Portsmouth and Southampton along the South Coast and North Cheshire is now overspill of Liverpool and Manchester conurbations.

Wiltshire is a stunning county that still retains its unique characteristics which is why it is highly popular as a place to visit or live. Unfortunately I do appreciate that this makes it ripe for development.

The Avon Marden Valley may not as somebody said be the most attractive area ever, but it is well loved and highly appreciated by the hundreds of people who live and work nearby and use the area for recreational purposes.

If the land is developed, as in the proposal to create a conurbation the size of Calne, the infrastructure will be unable to cope with the increase in population. We will need more schools, doctors, shops etc as already the current education provision is up to capacity. I'm sure that a solution would be to build an out of town shopping and entertainment complex as seen in every other faceless urbanisation. What would this mean for Chippenham town centre? It would start to become a ghost town and lose all its character and uniqueness. I do understand that more housing is needed and forecast for the area. But are there more appropriate areas that can be used, closer to the motorway links and communication network. And, also does it have to be on such an enormous scale?

Please let me know how it proceeds but I would be highly disappointed and gutted if any development on such a huge scale would be catastrophic.

EL187

Respondent type: Individual

I am writing to lodge my objection to the options offered by the Future Chippenham road consultation.

The video states a vision to meet 'local needs for jobs and housing'. This has nothing to do with local needs but will lead to a massive loss of countryside to over 7000 new houses. It is not a local need for housing. The towns centres of both Chippenham and Calne should be improved before anything else. The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting. Calne is already sorely lacking in facilities such as doctors and dentists.

I don't see that a road is necessary or that WC should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan. I don't see how this is a proper use of taxpayers' money, all it stands to do is boost developers' profits not benefit locals.

Living close to the A4 in Calne, we are already aware of congestion and air pollution and this will worsen with this proposal. How will it contribute to WC's commitment to be carbon neutral by 2030? All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions.

The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we have all realised the importance of locally grown food.

During the pandemic we have felt very lucky to have great countryside walks from our door. The proposed routes would trash many of the local footpaths.

EL188

Respondent type: Individual

As long term residents of Calne (over 40 years) we would like to add our voices to the objection to the road plan which will massively overdevelop the area between Calne and Chippenham. It will be detrimental to the environment on so many levels, it would be bad for both wild life and quality of life and overstrain the already stretched facilities of this part of Wiltshire.

EL189

Respondent type: Individual

OPEN LETTER TO WILTSHIRE COUNCIL

I am writing to voice my opposition to the New Town proposed east of Chippenham and the New Road that is being rammed through to support it.

Even if you don't live in Chippenham you can't have failed to notice the scale of opposition to these proposals. This opposition is not just from Michelle Donelan MP, James Gray MP and the town councils of both Chippenham and Calne, but also from thousands of local residents.

And the concerns they share are obvious.

Building a New Town about the size of Calne outside Chippenham on open countryside is an act of wanton environmental vandalism. Green field damage to the beautiful River Avon valley on this scale is old-thinking, pure 1970's, from a time when we knew no better.

The scale of the development is totally unjustified. It's huge. Every month new numbers are released claiming to state how many extra properties should be built on these lands and these numbers only ever go up. They are in their thousands and climbing.

Pushing the New Road through with untimely haste, before the Local Plan for the housing has been aired let alone agreed, is wholly inappropriate. It's justification is feeble and much mocked. Will a local distributor road with 20mph speed limits and zebra crossings really help traffic congestion in Chippenham?

Wiltshire Council has been describing itself as "land owner and potential developer" of the fields that the New Town will be built over. This has raised the question of a conflict of interest, one that is proving very hard to answer. How can Wiltshire County Council guarantee to be even-handed, and to be seen to be even-handed, when it is a primary financial beneficiary?

And many are also asking why financial risks of this scale are being taken at all when, in the midst of a pandemic, wiseheads are husbanding their resources.

Perhaps it's the time to take stock and look ahead, not backwards.

Where we work and the way we work, where we shop and how we want to live, is changing before our very eyes. Now is the time for clear thinking, for strategic leadership, for putting old ideas behind us and investing for the future. For investing in our town centres, listening with an open mind, and not being dragged down by tired old ideas.

As Councillors you are custodians of Wiltshire's future, stewards not just of your own corner but also of the whole county in all its ancient, magnificent glory.

If you really believe that pushing ahead with this New Road and building a New Town across the River Avon at Chippenham is the right thing to do then you should support it.

But if you have doubts about the level of environmental damage... if the near unanimous local rejection of these ideas gives you pause for thought... if you have concerns about committing to a white elephant of a project that is hated and reviled and will ruin a town for the next generation... if you aren't crystal clear that this proposal won't lead to ever more commuting and the further hollowing out of one of Wiltshire's finest market towns... then please give pause... and please do not support the Chippenham Local Plan.

EL190

Respondent type: Individual

I would like to lend my support to the future expansion of Chippenham, the new road in my opinion is desperately needed and housing is also needed as there is such a housing shortage. Without the expansion of Pewsham, Cepen Park North and South etc, Chippenham wouldn't be what it is today. We always need to progress in this world and make life a success, having housing which becomes affordable helps, as long as there is the infrastructure to support it, ie doctors, schools, open space, leisure, cycle paths, bus routes etc. Supermarkets not a problem !

I know there seems to be a ground swell of negativity about this project but those who look at this negatively have to look at themselves and perhaps look at Chippenham 60 years ago, I know I have been in Chippenham that long !

EL191

Respondent type: Individual

As a resident of Chippenham, I'd like to express my opposition to this road.

Why is it being proposed. Because there is money available - nothing to do with a proper controlled / consulted with the people it will impact, development.

Q. Do we need / have to have this no. of houses built in Chippenham. If no - then no road.

Q. If it's to remove traffic from the centre of Chippenham. Why ? The post pandemic traffic flow will be different. Less commuting to work, more working from home, unfortunately more use of on-line shopping. This need to be seriously considered / monitored prior to committing to this destructive & expensive project.

Don't build the road,

EL192

Respondent type: Individual

I write to express my total opposition to the Chippenham HIF bid proposals for a distributor road.

The road and the peripheral, large-scale, urban development that is required to justify its funding, would be immensely damaging to Chippenham, as well as the surrounding towns and villages. The proposed road would create much more traffic congestion than it could possibly alleviate – even if one can believe that such a road could possibly do that in the first place. It would destroy much of what local people really appreciate about living in Chippenham, and future benefits for the town have been either evidenced or even demonstrated.

Building the proposed road would enable the total destruction of much of the beautiful Avon and Marden Vale, concreting over high-quality farmland that will be needed by future generations, and destroying valuable natural capital and biodiversity in the process. It would also destroy an important carbon sink, and release huge quantities of carbon during the construction of two viaducts over the river Avon and Wiltshire-Berkshire Canal and also requires the building of a third bridge over the GWR mainline rail link.

It would also add many years of transport emissions as a result of the commuting and car-dependency that would result, and cannot possibly contribute to the reduction of greenhouse gasses promised by the Government and adopted by Wiltshire Council with its declaration of a Climate Emergency.

It is clear from evidence supplied to the Local Plan Review consultation that the housing numbers provided by Wiltshire Council are far higher than the actual requirement for Chippenham, and that the figure for Chippenham required by Wiltshire Council is in excess of 20% of the already-inflated numbers for the whole county! The inflated housing numbers have been put forward to allow Wiltshire Council to justify the £75m HIF grant to put infrastructure around Chippenham, specifically to open up thousands of acres of working farmland at Chippenham to developers.

The process of consulting on road route options, presented as a benefit to the town and totally ignoring the developments that it would require to pay for it, and without any evidence at all apart from conjecture that those benefits are real, is unacceptable and predetermines the result of the almost concurrent Local Plan consultation. Presenting it before considering the public's views on the Local Plan consultation, is unacceptable, and the process of doing that and separating the two consultations in the manner you have done is deeply flawed; also because the on-line consultation form doesn't allow for a 'no road' option, the public are led to believe that the road IS happening and that they just need to choose the route.

It is clear that the HIF bid, and so-called 'Future Chippenham' development process, have both been designed to predetermine the Local Plan's spatial strategy options for Chippenham, which would otherwise have been very different. The way the HIF Bid was hidden from public sight by both Wiltshire Council and that an unauthorised letter of support from Chippenham Town Council, helped convince Homes England and the Housing Minister that the scheme had public support – one of the pre-conditions of qualifying to make a bid, for at many months is unbelievable, undemocratic, and immoral, and certainly flies in the face of any democratic process.

Given the total rejection of all the road options, by Chippenham Town Council, Calne Town Council and Bremhill Parish Council, and the complete lack of any real public support for this scheme, I request that the road proposals are immediately withdrawn, and what's left of the £75m grant funding returned to the Government.

I would refer you to the 38 Degrees STOP THE ROAD petition that has to date been signed by over 5,500 individuals which clearly demonstrates the lack of support for both the road and the unwanted massive expansion of Chippenham by adding a town the size of Calne onto its eastern boundary.

Please accept this letter as my formal response to the Future Chippenham Consultation, as the Consultation Form has no option of 'no road at all'.

EL193

Respondent type: Business/Organisation/Stakeholder Group – CAUSE

I write on behalf of CAUSE and its membership, to express our unqualified opposition to the Chippenham HIF bid proposals for a distributor road which would require and enable 7,500 houses to be built in the countryside to the East and South of Chippenham.

The road and the peripheral, large-scale, urban development that is required for its funding, would be immensely damaging to the character of Chippenham, as well as surrounding towns and villages. It would create far greater traffic congestion that it could possibly alleviate, and destroy much of what local people greatly value about living in Chippenham, with absolutely no guarantee of any future benefits for the town.

The road, and associated development, would enable the destruction of much of the Avon and Marden Vale, removing high-quality farmland that will be needed by future generations, and destroying valuable natural capital and biodiversity in the process. It would destroy an important carbon sink, and release huge quantities of carbon in the construction of two viaducts over the river Avon and Wiltshire-Berkshire Canal. It would also lock in many years of transport emissions as a result of the commuting and car-dependency that would result. For further details in this regard, we would refer you to our consultation response to the Local Plan LINK.

The process of consulting on road route options, before considering the public's views on the number of houses and their locations, is deeply flawed, as is the on-line consultation form that doesn't allow for a 'no road' option. It is our view that the HIF bid and so-called 'Future Chippenham' development process has been designed to severely constrain, if not predetermine, the Local Plan's spatial strategy options for Chippenham, which would otherwise have been very different.

The lack of public consultation, lack of transparency, and the ongoing lack of accountability for misleading our MP, local councillors and the public, including an on-going resistance to sharing information that is in the public interest, is frankly deplorable.

Given the wholesale rejection of all the road options and any road to the East of Chippenham, by Chippenham Town Council, Calne Town Council and Bremhill Parish Council, and the complete lack of any remaining support for this scheme, we recommend the road proposals are immediately withdrawn, and what's left of the £75m grant funding returned to the public purse for socially productive purposes.

Please accept this letter as our formal response to the Future Chippenham Consultation, as the Consultation Form does not allow for the option of 'no road at all'.

EL194

Respondent type: Individual

I strongly object to the new road options (all 3 options) where is the option to say NO to the road and NO to the 7500 new houses that will go with it. It's time to vote out this Tory council in the May elections and vote in a party who oppose theses options. I challenge you to hold a referendum of the residents of Chippenham, if they want the new road and housing, with a straight forward YES or NO on the ballot paper, but you won't hold a referendum because your scared that you will lose.

No to the road and No to the housing

EL195

Respondent type: Individual

Re: Response to the Future Chippenham consultation

I am sending this email as my formal response to the Future Chippenham Consultation because the Consultation Form will not allow for a No Road option.

The road and the unnecessary housing development that would come with it would be hugely damaging to the character of Chippenham, and its surrounding towns and villages., creating a commuter belt, doughnut town, with a dying town centre in the middle. It would create far greater traffic congestion than we already have and destroy so much of what local value about living in Chippenham.

The road, and associated housing would destroy the Avon and Marden valley, public amenity, wildlife habitats and local farmland that will be needed by future generations,. It would lock in many years of emissions as a result of the commuting and car-dependency that would result.

Please withdraw this damaging proposal and come forward with a positive vision for the future of our town that doesn't worsen climate change.

EL196

Respondent type: Individual

Please reconsider this plan between Chippenham and Calne. This covers an important wildlife area. Birds Marsh has already gone so let's keep some of the green Area

EL197

Respondent type: Individual

here is my response and strong objections to all of your HIF roads proposal.

I am sending this objection as a former resident of Chippenham having recently moved to Bristol. My objections are for the same reasons as my family who live in Chippenham.

I do not wish to have any new distributor road and its associated over-development forced on us in such an undemocratic manner and such a poorly promoted process.

I object to the gross over-provision of housing that is not justified by current demand, unless you count the wanton greed of some developers, or count the misguided notion of a county council who may wish to force yet more out-of-area-commuters into this one-time market town, or count the illogicality of a strategic planning authority who see the open countryside for exploitation, or foresee some sudden increase in local industry that will not only fill all the vacant properties around here but require even more space - for what?.... distribution sheds that operate with a handful of low-paid employees? There are not enough local employment sources to discourage out-of-area-commuting. There will be a need for additional schooling, medical facilities and other more basic infrastructure that will not be got from the proceeds of development of these sites alone. If additional retail and village centres are built to support your housing proposals these will further deplete the town centre gravity and there will be a loss of community to those that live here now.

There are brownfield, vacant and under-developed sites within the town just now that with some ingenuity, financial incentive and positive promotion - maybe also essential compulsory purchase - could maybe provide sufficient development potential. This, added to the schemes that currently have planning consent, would be a better starting point than your new road strategy.

I would respectfully refer you back to your own sustainability policies, your declared climate emergency statements and your stated conservation and ecological aims for the area of Wiltshire. Why then would you promote this new rampant development in such an uncontrolled manner? If you still feel the need to promote development then carry out a proper strategic review, present it as part of a revised local plan that can be discussed and democratically resolved at local level.

Organic growth is what should be considered if and only if it is felt necessary by the people who live around here. Destruction of farmland is not a good way to conserve what diminishing countryside is remaining between the already engrossed townships in this area. The River Avon hinterland has some wonderful flora and fauna that has established a symbiotic relationship with the people who live, work and move around about it. All this is there for local residents to enjoy close by to Chippenham town. Most if not all of this would change by ringing the town with impenetrable housing development. You may dress up development proposals with such jargon as wildlife corridors, green fingers of land and integrated landscaping but in reality they will end up as land-locked mini-parks with over-manicured featureless planting from the developers' standard landscape kit of parts.

Ecologically what is likely to happen is: the deer will go and not return, the otters will disappear, the larger birds and the migratory flocks will no longer fly in to feed on the meadows, surface water will be constrained in artificial swales and catchments that will become alternating wet/dry swamps in inhospitable leftover areas. IF a tremendous amount of design expertise and a lot of extra money would be invested in your new development proposals - minus the unnecessary distributor road - then some of the destruction could be mitigated BUT in reality this will not happen, will it? Housing developments of this nature - and proven by all recent housing estates in the area - do not attract high-end designers with sustainability-driven budgets. The county council gets the money for the road, you get money

from selling the farmland and you get rateable value from the built properties, whilst the developers maximise their profit by whatever minimum design standards they can achieve.

Environmental damage will be done on a large scale from these proposals with floodwater issues, air, noise and light pollution introduced all around the town. The predominant winds are south/south-west and so the additional pollution as a result of the development will forever carry over the rest of the town. The night skies will be adversely lit all around despite whatever clever lighting controls are employed. Just as important would be the wholly negative effect on the quality of life for those who live and visit Chippenham - the open vistas to countryside and the feeling of being within an accessible landscape would disappear, curtailed by a busy heavily-trafficked road and walled in by nondescript and introverted housing estates typical of anywhere in England.

Peak and background traffic noise will be a constant scourge, particularly from the elevated sections of distributor road. This road proposal has been variously described by your agents as a ring road, a relief road, a bypass and finally a distributor road for Chippenham. In reality it would attempt to be all of these roads - and with an improved access to the A4 through route, there would be unbearable and unhealthy ring road traffic speeding along it all to the detriment of whatever unfortunate housing lined the route. Heavy vehicles should not be encouraged on a so-called distributor road, but they will be attracted by the more direct routes to the M4 and other destinations out of town. The noise and air pollution would be unnecessarily and significantly worsened by your proposals.

This roads proposal is the result of an unsustainable policy, poorly considered strategy, lazy design and shockingly disengaged government from Wiltshire Council.

I have not answered the online form as it is such a biased and limiting device that cannot cater for any reasonably argued comments other than those in agreement - and I am firmly NOT in agreement.

EL198

Respondent type: Individual

I wish to object to all the Future Chippenham road options for the following reasons:

- I do not agree that a road is necessary or that Wiltshire Council should be consulting upon a route before even consulting on the number of houses and their location, which by doing so attempts to predetermine the Local Plan;
- The Council has not yet made a case for thousands more houses in Chippenham and its housing targets are nearly 5,000 more than even the Government is requesting;
- This is not a proper use of taxpayers' money to boost developers' profits;
- The road will be a distributor road to serve new housing estates and will worsen congestion and air pollution in Chippenham and its surrounding areas;
- The road and the massive housing development will not only concrete over the open space between Chippenham and Calne but destroy local several working farms, just at a time when we need more locally grown food;
- All the options on offer would be immensely damaging in terms of environmental impact, traffic impacts and additional greenhouse gas emissions. I believe we have a moral obligation to future generations to do much more to reduce our emissions in order to reach zero carbon by 2050. Words, aims or indications are not sufficient, concrete actions are what is required. Otherwise, we will be passing on a biodiversity and climate catastrophe to our children. Sustainability is key.

EL199

Respondent type: Individual

Please save our lovely Market town of Chippenham from becoming a sprawling mini Swindon. It would be the most tragic destruction of our lifestyle. We live in a lovely country area surrounded by countryside. The plans for so many new houses and the road destroying our greatest treasure.

We do not need this, we do not want this.

EL200

Respondent type: Individual

Shameful a total destruction of green belt land, you should be ashamed if of yourselves, if this gets passed wanton vandalism

EL201

Respondent type: Individual

I am writing to register my objection to this plan. There are several reasons against it:

The area that is proposed for the new road has outstanding natural beauty. At present it is a precious resource for the people of Chippenham, readily accessible on foot along the scenic track of the old branch railway line to Calne which is used by a great many walkers, riders and cyclists. From this path the walker or rider has uplifting views of the Cherhill Monument and the Downs and a feeling of emerging into a quintessential Wiltshire landscape right on the edge of the town. The fields around are rich in wildlife. All this will be lost forever by urbanising the area, introducing traffic and pollution, street lights and noise.

At present the land East of Chippenham is perfect agricultural land. We need this land for our food supplies, and it should not disappear under concrete and roads. Instead choose brownfield sites that need new life, and don't be responsible for the death of all this natural beauty and productiveness. The Council hasn't been entrusted with ownership of farmland in order to ease the route for developers to make money building over it. These farms are meant to be let to willing tenants who otherwise could never have a career in farming.

More building of housing estates means more roads and more driveways which will lead to more run-off of rain water. There is already increasing flooding of the Avon and the Marden, and all this development will make things worse.

The proposed number of houses is enormous, and no proper consultation about this scale of building has been undertaken. It is more than is indicated by government targets. All feedback from surveys of people in the area is overwhelmingly negative. Agreeing the routes now of a new eastern by-pass and feeder roads pre-empts the decisions about the housing development.

The economic centre of Chippenham is now to the west of the historic town centre, in the Bumpers Farm and Methuen Park industrial estates and the housing at Cepen Park, and increasingly to the north with the further construction at Junction 17 of the M4. It is this development which should be continued. The countryside to the west and north of Chippenham does not have the same prime scenic, natural and amenity value as the Avon and Marden valleys. The A350 around the west of Chippenham was constructed from the outset with a view to being widened to a dual carriageway. Modern economic activity cannot be based around the now dead idea of a town with in its centre an old fashioned 'high street'. There is no logical reason why what was the historic centre should be located in the centre of the town as it grows.

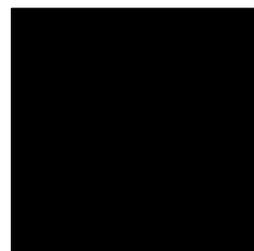
EL202

Respondent type: Individual

We wish to comment on the Spacial Local Plan. We believe that there has been far too great a readiness to include green field land at a time when there is likely to be a much greater opportunity and need for development in town centres and their immediate surroundings. We believe that it is wrong to commit at this stage to such substantial development on green field sites, significantly affecting the balance of urban development and the countryside when it cannot at this stage be clear what lasting impact maybe of both Covid 19 pandemic and the separate and very significant growth in online retailing with the obvious changes that this will mean for the high streets and retail parks in our towns.

EL203

Respondent type: Individual



Future Chippenham team

Wiltshire Council

County Hall

Bythesea Road

Trowbridge

Wiltshire

BA14 8JN

DATE

BY EMAIL

Dear Future Chippenham Team,

When considering the road route the Council should principally consider climate change, protecting the landscape, and protecting biodiversity. I travel to Chippenham town centre currently on foot, and by train for work and leisure reasons. Train is my preferred mode for commuting. On foot for leisure. I would like to join the community liaison group.

I am writing to express my objection to the scheme in the strongest possible terms. It is my belief that the scheme is an ill-conceived folly in almost every regard. Wiltshire Council should pay due regard to the concerns of the people of Chippenham, who are overwhelmingly opposed to this scheme, and as such I would urge them to consider that any grant of planning permission is unlikely to be robust to legal challenge for the reasons outlined below.

Insufficient weight given to climate change, Wiltshire Council's climate emergency and the UK Climate Change Act (2008) in options sifting process

- The Options Assessment Report mentions climate targets, but at no point demonstrates the likely impact of the road scheme on this.
- In fact the environmental assessment acknowledges the disproportionate impact of transport "the transport sector was the largest emitting sector of UK greenhouse gas emissions in 2017, emitting 27% of all emissions. Of all sectors, it has also shown the least reduction since the 1990 baseline, at only 2%" (p.38), and yet the document makes no attempt to explain how Wiltshire Council have come to believe that scheme is the best outcome given their own declaration of a Climate Emergency.
- The Climate Emergency is not mentioned in strategic or policy objectives (p.32) and is not included in the assessment of objectives in table 7.1 of the options appraisal report, and therefore has explicitly **not been given any weight** whatsoever within the options process.

Broader consideration of the options assessment shows that it is cursory and qualitative only, with little rigour, let alone creativity of thought, and is essentially an a priori exercise to support the conclusion that has attracted funding from Central Government.

In addition, the environmental impacts are identified on a “by-zone” basis, leading to ‘salami-slicing’ of the assessment and most likely an understatement of effects.

- Regarding the Climate Emergency, Wiltshire Council should consider four pertinent precedents
 - **Heathrow Airport Expansion** – the UK government was challenged successfully over its decision to expand Heathrow airport due to its failure to consider this within the Paris Agreement and its own climate commitments. This was only overturned by the Supreme Court because the Heathrow plans preceeded the commitments. Wiltshire Council has committed to Wiltshire being net zero *before* pursuing development of this road.
 - **Highways England Roads Programme**: In December 2020 a legal challenge was launched against Highways England’s Roads Programme due to its inadequate consideration of climate impacts. Transport Action Network have been given permission to pursue a judicial review by the courts and the case will be heard in early 2021.
 - **South Oxfordshire District Council Local Plan**: In January 2021 a legal challenge was made to the South Oxfordshire District Local Plan on grounds including inadequate consideration of climate change.
 - **Cumbria Coal mine**: the Government’s Committee on Climate Change (CCC) severely criticised Cumbria County Council for the grant of permission. Chair of the Committee Lord Deben, said the case “highlights the critical importance of local councillors and planning authorities considering the implications of their decisions on climate targets”.

In this context it is scarcely believable that Wiltshire Council would not only grant permission for the road but are in fact its promoters. Wiltshire Council councillors and officers supporting this scheme should reflect thoughtfully on the quantities of taxpayers’ money being spent attempting to steer it through complex processes, and most likely culminating in the courts.

Insufficient consideration of changes to traffic figures following fundamental changes to patterns of mobility following pandemic

The Council’s traffic figures were challenged in the Examination in Public of the Local Plan for an equivalent road in 2013. The figures for this exercise are based around a 2018 survey. In the intervening period the world has obviously experienced the coronavirus pandemic, with relevant and significant impacts on personal mobility.

No-one can predict how, when or if traffic will return to previous levels and patterns. There may be an increase in working from home reducing journey numbers; there may be an increase in flexible working reducing peak intensity of movement – around which of course much of our infrastructure is designed.

Given this, and given the declaration of a climate emergency (and the acknowledged carbon intensity of this scheme against non-infrastructure options) the Council must adopt the Precautionary Principle. In this case this might involve pausing the scheme until mobility patterns have settled into a new normal, or investigating and progressing non-infrastructure options.

Insufficient public consultation exercise

The consultation process to which this letter forms a response is flawed and fails to accord with the Gunning Principles.

The Gunning Principles are frequently referred to as a legal basis for judicial review decisions.

- that consultation must be at a time when proposals are still at a formative stage;
- that the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response;
- that adequate time is given for consideration and response; and

- that the product of consultation is conscientiously taken into account when finalising the decision.

These proposals are **not** at “a formative stage”. There has been no consultation on the principle of the road.

The “reasons for the proposal” are at best opaque. The rationale flip-flops between the need being based on existing traffic issues, and being to facilitate additional housing and responses from Wiltshire Council’s own officers in meetings have been equally as confusing. The need for the additional housing is not clear, based as it is on a Local Plan Review yet to be completed, and therefore substantially untested by any reasonable measure.

In addition, the relationship between the two parallel consultation exercises that Wiltshire Council is currently undertaking is unclear. Logically, the road could only follow from the need for the houses (unless indeed it is to relieve town centre traffic), but those houses are not yet identified in the Local Plan. The road documentation only tells half of this story, meaning that it does not substantially stand alone as a consultation exercise. Furthermore, to suggest that members of the public will meaningfully contribute to two consultation exercises and engage with weighty technical documentation on each is outlandish, and I would suggest a cynical ploy to dilute responses between each.

Furthermore, the publicity around the consultation has been inadequate. There have been no specific communications such as letter drops with residents of Derry Hill who would clearly be severely affected. The Council’s account has Tweeted once about the consultation in general and four times about the Jan 28th webinar (to date). This is an important distinction as interested parties may well have seen the webinar had passed and assumed there was no further way to engage in the Consultation. It is in particular not clear how the Council has sought to engage with hard to reach groups, particularly those less engaged digitally.

Contravention of Aarhus Convention on Access to Environmental Information

The Options Appraisal Report lists a number of appendices, including the full environmental assessment of the route options. This environmental assessment is not available on the consultation website.

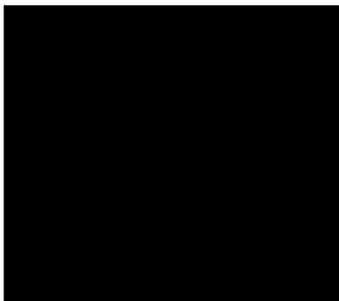
This contravenes the right of all citizens to participate in environmental decision making under the Aarhus Convention, as it is clear that the information exists but has not been provided, and the information provided in the summary is cursory and clearly insufficient.

The Convention also enshrines a “right to justice”, meaning the right to pursue a judicial review on this basis. This right to justice must also not be “prohibitively expensive”, meaning in practice that it is capped at £5,000, and following Civil Procedure (Amendment) Rules 2017, this extends more broadly than judicial review to include other forms of justice.

Predetermination of Local Plan

The justification for this project hinges on the associated development of 7,500 houses. These proposals do not appear in the currently approved Local Plan, only in the Local Plan Review, on which consultation is currently ongoing. The proposal of the road clearly indicates that those proposals are additionally ‘not at a formative stage’ (and therefore that consultation too does not comply with the Gunning Principles).

Best regards



Respondent type: Individual

I have taken a keen interest in the consultation process and watched all three on-line presentations, read the supporting information, and viewed the route option video. All have been useful and 'user friendly' compared with previous Wiltshire Council planning consultations which have required hours of ploughing through documentation and reports. Unfortunately, I have found the feedback questionnaire very poorly constructed and fear this will call into question any results you may obtain. I offer the following observations:

- Q1 Unlike the Wiltshire Council Local Plan on-line consultation the questionnaire does not ask respondents to identify themselves leaving no easy audit trail to check responses are legitimate. It is possible for an individual or organisation to submit multiple anonymous responses thus skewing the overall results.
- Q2 If a respondent is from an organisation Q3, and possibly Q4, are redundant. Simple routing within the questionnaire software would have dealt with this. Whilst not a big issue it does suggest the questionnaire has not been fully thought through.
- Q5 If the survey is about preferences between routes this question seems irrelevant as there seems little, if any, difference between the three routes in terms of impact on any of the points listed.
- Q6 The survey does not ask a question on people's views on whether there should be a road or not. It has been suggested that respondents could express opposition to the road in the comments box of Q6. This is unsatisfactory as it was not mentioned in the written guidance. I am personally aware of at least one person who chose not to complete the questionnaire as it didn't allow them to express their opposition.
- Q7 If a respondent chooses not to answer this question the ranking stays at a default of A, B, C thus skewing the results. You will not know if A, B, C is a positive preference or the default position of the questionnaire.
- Q7 There should have been an option for 'no preference'.
- Q11 As with Q7, not answering this question leave a default preference of Option 1 followed by Option 3. The results from this question, as with Q7 will not be valid as you will not know if there is a positive preference for 1 or 3 or it hasn't been answered.
- Q15 There is no option for indicating visits for retail/shopping. It's almost inconceivable that this has been omitted as it must be the main reason for many people to go into the town and is certainly a cause for traffic congestion at busy times.

General

- There is no opportunity to offer a contact email address to be kept in the loop about future development (and another 'security' check that responses are legitimate) – a missed opportunity.
- There is a missed opportunity to gather other useful feedback by not offering an open-ended question such as 'Please give any other constructive feedback that you feel would be useful'. I hope the above is useful. If there is to be any further consultation, I would be happy to be part of a 'test group' for any questionnaire if that would be helpful.

EL205

Respondent type: Individual

My objections to the proposed distributor road are as follows.

Chippenham has seen a substantial growth in development over the past twenty years, and this proposal for a new distributor road would only facilitate further development that Chippenham does not need at the present time.

As for the sighting of the proposed distributor road, option C, requiring a new roundabout between Lackham College existing roundabout and the small group of dwellings at Showell Farm. Distance between the two is approximately 275 metres. That means vehicles will be stopping and accelerating away causing excessive noise and carbon monoxide emissions just when we are all supposed to be cutting pollution levels. Also a new roundabout would need to be illuminated causing light pollution to nearby dwellings and to wildlife.

Option C would be crossing one of the lowest points of the floodplain requiring a long elevated section of road that would stand out like a punch in the jaw. I wonder if any of the planning team have visited the site over the past eight weeks of wet weather. The footpath and stile down by Lackham College lagoon has been under several feet of water. Surface water run off from the proposed new road and imminent extra development would no doubt just add to this, causing the already waterlogged footpath, laco9 to be unusable.

When you look at a map of Chippenham the section to the south is the natural floodplain, and should be left undisturbed to do its job naturally. Wiltshire Council planners are proposing to put an ugly blot on our beautiful countryside with this distributor road, with no regard for the environment. It will look awful.

EL206

Respondent type: Individual

I am writing to show my complete lack of support for your plans to destroy the Avon Marden valley.

Chippenham does not need 7,500 new houses and a distributor road distributing traffic onto Chippenham's already busy roads. It is not good for the environment and air quality. The pandemic has shown a need for people to use the countryside to get away from things and also to grow food. We import a lot of food more of which we could grow here.

Why should taxpayers support developers to make money for themselves? How many of the new houses will be affordable for key workers, such as nurses and police officers? I do not feel that this process of development has been democratic and the government just wants to destroy the environment. Local people should be consulted and after all Chippenham does not need 7,500 new houses. There are empty properties which could be redeveloped and areas that have been used already for building. Why are we building so many luxury old age flats? I have been inside them and the sound proofing is terrible. I don't know who can afford them! We need affordable properties for all.

15,000 cars from 7,500 houses is going to create an awful lot of pollution on Chippenham roads. No money is proposed to improve roads in Chippenham to cope with this or on the infrastructure. You have offered no money for public transport improvements either.

EL207

Respondent type: Individual

I would like to take this opportunity to passionately and vehemently object to your absolutely criminal proposal to build a road or roads AND 7500 houses, (seven and a half thousand houses? The mind boggles!) on green fields around Chippenham, and, from the information I have been given, save the developers from being compelled to pay for it. If this information is correct, is that compliant or even legal?

How dare the members of Wiltshire Council consider these ridiculous plans to create 'two new suburbs' for Chippenham, on the 1000+ acres of green fields that are productive farms just now. Can I remind you that you are public servants not developer servants and in 2021 have a now an even greater responsibility to protect the environment, not to assist in raping and destroying it.

Please note my previous email is not to be interpreted in any way, shape or form as an acceptance of ANY of the routes you have proposed. As I clearly indicated all of them will have a significantly detrimental impact upon the natural countryside as well as the mental and physical health of the people who live in area you have earmarked for total destruction. I therefore, just want to make it very clear that I am raising my objection to your destructive and unnecessary plan in its entirety.

EL208

Respondent type: Individual

I am writing to put across my opposition in the strongest terms to this proposed road and development.

We have already lost acres at Birds Marsh, and Rowden. The loss to nature will be immense.

EL209

Respondent type: Individual

I do so object to yet more of our precious countryside being covered in concrete to allow developers to construct their usual ghastly featureless estates being built. Cramming as many as possible into a non-plan for Chippenham.

EL210

Respondent type: Individual

here is my response and strong objections to all of your HIF roads proposal.

I have appended my husband's comments as we share the same opinions on the Wiltshire Council's road proposals.

I, and all the local people with whom I have discussed this, do not wish to have any new distributor road and its associated over-development forced on us in such an undemocratic manner and such a poorly promoted process.

I object to the gross over-provision of housing that is not justified by current demand, unless you count the wanton greed of some developers, or count the misguided notion of a county council who may wish to force yet more out-of-area-commuters into this one-time market town, or count the illogicality of a strategic planning authority who see the open countryside for exploitation, or foresee some sudden increase in local industry that will not only fill all the vacant properties around here but require even more space - for what?.... distribution sheds that operate with a handful of low-paid employees? There are not enough local employment sources to discourage out-of-area-commuting. There will be a need for additional schooling, medical facilities and other more basic infrastructure that will not be got from the proceeds of development of these sites alone. If additional retail and village centres are built to support your housing proposals these will further deplete the town centre gravity and there will be a loss of community to those that live here now.

There are brownfield, vacant and under-developed sites within the town just now that with some ingenuity, financial incentive and positive promotion - maybe also essential compulsory purchase - could maybe provide sufficient development potential. This, added to the schemes that currently have planning consent, would be a better starting point than your new road strategy.

I would respectfully refer you back to your own sustainability policies, your declared climate emergency statements and your stated conservation and ecological aims for the area of Wiltshire. Why then would you promote this new rampant development in such an uncontrolled manner? If you still feel the need to promote development then carry out a proper strategic review, present it as part of a revised local plan that can be discussed and democratically resolved at local level.

Organic growth is what should be considered if and only if it is felt necessary by the people who live around here. Destruction of farmland is not a good way to conserve what diminishing countryside is remaining between the already engrossed townships in this area. The River Avon hinterland has some wonderful flora and fauna that has established a symbiotic relationship with the people who live, work and move around about it. All this is there for local residents to enjoy close by to Chippenham town. Most if not all of this would change by ringing the town with impenetrable housing development. You may dress up development proposals with such jargon as wildlife corridors, green fingers of land and integrated landscaping but in reality they will end up as land-locked mini-parks with over-manicured featureless planting from the developers' standard landscape kit of parts.

Ecologically what is likely to happen is: the deer will go and not return, the otters will disappear, the larger birds and the migratory flocks will no longer fly in to feed on the meadows, surface water will be constrained in artificial swales and catchments that will become alternating wet/dry swamps in inhospitable leftover areas. IF a tremendous amount of design expertise and a lot of extra money would be invested in your new development proposals - minus the unnecessary distributor road - then some of the destruction could be mitigated BUT in reality this will not happen, will it? Housing developments of this nature - and proven by all recent housing estates in the area - do not attract high-end designers with sustainability-driven budgets. The county council gets the money for the road, you get money from selling the farmland and you get rateable value from the built properties, whilst the developers maximise their profit by whatever minimum design standards they can achieve. Environmental damage will be done on a large scale from these proposals with floodwater issues, air, noise and light pollution introduced all around the town. The predominant winds are south/south-west and so the additional pollution as a result of the development will forever carry over the rest of the town. The night skies will be lit all around despite whatever clever

lighting controls are employed. Just as important would be the wholly negative effect on the quality of life for those who live and visit Chippenham - the open vistas to countryside and the feeling of being within an accessible landscape would disappear, curtailed by a busy heavily-trafficked road and walled in by nondescript and introverted housing estates typical of anywhere in England.

Peak and background traffic noise will be a constant scourge, particularly from the elevated sections of distributor road. This road proposal has been variously described by your agents as a ring road, a relief road, a bypass and finally a distributor road for Chippenham. In reality it would attempt to be all of these roads - and with an improved access to the A4 through route, there would be unbearable and unhealthy ring road traffic speeding along it all to the detriment of whatever unfortunate housing lined the route. Heavy vehicles should not be encouraged on a so-called distributor road, but they will be attracted by the more direct routes to the M4 and other destinations out of town. The noise and air pollution would be unnecessarily and significantly worsened by your proposals.

This roads proposal is the result of an unsustainable policy, poorly considered strategy, lazy design and shockingly disengaged government from Wiltshire Council.

I have also answered the online form as far as possible but it is such a biased and limiting device that it cannot cater for any reasonably argued comments other than those in agreement - and I am firmly NOT in agreement.

EL211

Respondent type: Individual

Dear Sirs,

I would like to register my objection to all three new road solutions put forward, along with the proposed 7500 new homes.

The reason's I am objecting are:-

1. The area for the proposed development is 'green space' used by many residents of the town for walking and enjoyment of views etc. We already have the massive housing developments at Birds Marsh and Patterdown within the area which have obliterated large 'wild areas and green space' without adding any benefit to Chippenham other than additional residents and traffic.

2. The proposed additional flow of vehicles will cause major traffic difficulties on the A350 locally generally and at Beanacre and Melksham specifically.

3. There are no proposals to mitigate the pollution from gases, particulates and noise generated from the proposed increased traffic travelling past and existing large housing community.

4. The town centre of Chippenham already is at maximum capacity for access for shoppers using car parks and other local access to the town centre.

5. I especially object to Wiltshire CC trying to push this development through during the current period we are in where the people of Chippenham have very restricted access to planning proposals, Councillors and meetings held to discuss the proposals due to Covid -19 restrictions.

Wiltshire CC already has made very poor and ill informed decisions with the cycleways implemented IE Bristol Road and Station Hill, where again there was minimum public consultation.

This cannot be allowed to continue therefore I object completely to these proposals until better and informed discussions are in place where we can all make proper judgements for our town.

EL212

Respondent type: Individual

After review of the current plans for the new road and housing planned for Chippenham. I like to provide my feedback. Currently there isn't the infrastructure to cope with the proposal of new houses and the new road alone will not resolve the traffic issues. Our high streets are shrinking and, also with the current situation they are being pushed to the limit and unfortunately were losing more each time we make a trip into town, which we did each week. As a dog walker i use the countryside i have on my door step to exercise very often. We're extremely lucky to have this and again going back to the current situation this has been a tremendous part of most of our lives to enjoy while on lockdown. Chippenham is home to deer, otter, kingfishers and other wildlife by building these houses and road your putting these animals at more threat and we are all aware of the near extinction of wildlife and animals all around the world. This is only adding to problem. Councils aren't looking after or running current facilities in the town i.e the splash pad not re-opening, how do you expect to facilitate these when we have more people. Are they more plans to put more schools doctors surgeries, dentists with the house.? Should not more money be put in to the town centre?

EL213

Respondent type: Individual

1. Is further suburbanization good for the town, what are your estimated carbon emissions for future developments?

2. Is there any possibility of using pre-existing locations within the town for new developments?

Removing and redeveloping preexisting bigbox stores or carparks near Chippenham rail station would be more desirable for long run sustainable development. A more local and walkable town would be in the interest for everyone.

Further suburbanization of the town is not going to make it a more desirable place to live and work if you encourage people to drive everywhere. Chippenham is set to become a pathetic roundabout of unaffordable suburban driveway homes in the name of progress so people can work elsewhere, well thought out mixed use developments within the town centre would be perfect, people can have access to public transport and local services and it's more affordable and has far less what little greenery we have left.

Has there been any analysis or predictors post development within the marked road locations, as show in your latest presentation? Where will all water generated from these hard surfaces go? Current water levels will rise, have you included this in your presentation, it wasn't made clear.

3. How many homes will be built, rough but realistic estimate would be appreciated.

How many homes will be built, rough but realistic estimate would be appreciated.

4. Will the new built homes be adverse to flooding?

5. Will there need to be further studies and environmental precautions to keep these homes safe and if so what would the environmental impact look like?

6. What will be done to offset the developments carbon emissions?

Your proposed road, Type B/C? mix. What are the estimated increases in carbon emissions if the project is a success? Even if all the cars of the future are electric there will still be emissions from countries that produce used cars and also from commerce and service to surrounding business

EL214

Respondent type: Individual

Please give a valid reason for the benefit of whichever chosen proposed road should be allowed to go ahead. We already have a relief road around Chippenham which has enough surrounding land to be converted fully into a dual carriageway iff needed. Chippenham is a lovely rural town with open countryside supporting the environment and has no need for this further plan, unless this is supposed to be the future plan for further housing which Chippenham certainly does not need. I wholeheartedly reject this proposal as I do not regard this to be suitable for the town.

EL215

Respondent type: Business/Organisation/Stakeholder Group – Chippenham Without Parish Council

CHIPPENHAM WITHOUT PARISH COUNCIL

www.chippenhamwithoutparishcouncil.gov.uk


Clerk of the Council

5 March 2021

Future Chippenham Team
Economic Development and Planning
Wiltshire Council
County Hall
Trowbridge
Wiltshire
BA14 8JQ

Dear Sir/Madam

Future Chippenham- Consultation

Thank you for the opportunity of commenting on this Consultation. My Council has asked me to forward the following comments to you.

The Council understands that you propose a distributor road linking the A350 around the north and east of Chippenham to connect with the A4 and onwards south to the A350 to facilitate development. £75m Government grant funding has been obtained towards the proposal that also includes works to M4 Junction 17, but this relies on the road being constructed.

Council Members were circulated with your information and this focused on three route options, being an Outer Route (option A), Middle Route (option B) and Inner Route (option C). The Outer Route (option A) would facilitate the largest development area and it was emphasised that all three options were "distributor" roads and not "relief/link" roads.

The Council has also considered the Wiltshire Local Plan Review Consultation for the period to 2036 and has submitted comments. In those considerations, the Parish Council was mindful of the potential for a relief link road to be taken from the A350 around to the east of Chippenham to the A4 and onwards to the south re-connecting with the A350. This principle would provide the long-term solution to traffic congestion and navigation around the town. It would also install what could be considered as a strategic eastern boundary for the town, similar to that which exists with the A350 west of the town.

It is acknowledged that your brief and proposals are not concerned with Local Plan matters but with the above in mind the Council considered that the Future Chippenham proposals were flawed in that although the Outer Route (option A) was obviously the preference and should be supported it did not solve the long-term requirements for Chippenham.

The Council wishes to stress that any suggestion of Chippenham expansion into the eastern and southern areas being serviced by single carriage distribution roads, as suggested in the present Future Chippenham proposals, was not acceptable and that the Local Plan should determine a long-term policy to provide a relief link road similar to the A350 to produce a similar eastern strategic boundary to the town. This would involve the inclusion of land zoning for a dual carriageway transport corridor and suitable infrastructure put in place at locations

where culverts, bridges, viaducts, etc would be required involving road, rail, river and canal crossings and other landscape features.

In a nutshell, although of the three options the Outer Route (option A) is supported the Council considers that a further option should be considered that moves the line of the route further eastwards so that even if it is constructed as a distributor road in the short term, taking advantage of the £75m grant, adjacent land can be zoned for the additional carriageways in a similar manner that has occurred with the A350 in the long term interests of the both the town and the adjacent rural areas. The added value of this is that all of Chippenham's required growth can be accommodated within a new strategic boundary rather than straggling the Outer Route (option A) that is shown, already opening up the possibility of further encroachment eastward.

The Parish Council trusts that their observations will be taken into consideration when the matters are taken further.

Yours faithfully

A solid black rectangular box used to redact the signature of the representative of Chippenham Without Parish Council.

For Chippenham Without Parish Council

EL216

Respondent type: Individual

New road 30 mile limit..... 7500 houses. Can Chippenham or Caine support this plan the answer is NO.

7500 houses probably means 15,000 plus people and definitely more cars as transport will be required.

There is not enough doctors or hospital facilities to cater got this influx of people.

What is more BEAUTIFUL COUNTRY SIDE WILL DISAPPEAR. I have walked this area many times and it will be a disgrace to destroy this countryside.

Chippenham has enough new houses going up at the moment, the town cannot cope With more.

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Chippenham has enough new houses going up at the moment, the town cannot cope With more.

EL217

Respondent type: Individual

I am emailing to express my strongest opposition to this road, which will support 7500 houses to be built on green fields around Chippenham in order to save developers from being compelled to pay for it.

Wiltshire Council admits their plans will create 'two new suburbs' for Chippenham on top of 1000+ acres of green fields that are now productive farms.

Beyond the madness of building two new unneeded suburbs, the destruction of productive farmland, when the UK is dependent on nearly half of its food supply from overseas, will only increase food insecurity during a time of economic distress.

EL218

Respondent type: Individual

I am writing to add my weight behind the opposition to the road and homes plan for Chippenham.

The simple message I'd like to convey is - why can't we ever be allowed to live our lives without the threat of new homes and roads ruining our environment? Who wants to live with constantly fighting off the digger and bulldozer? All in the name of 'progress'.

Destruction of wildlife habitats is unacceptable. Once it's gone, it's gone.

The project will benefit nobody. Chippenham town has suffered at the hands of decisions made by the council and governments over the years. Where once it was a nice town, now we have the usual tattoo shops, charity shops, low price stores etc etc, the sign of a town in decline. So maybe now is the time to make changes that WILL benefit the town and its residents,

EL219

Respondent type: Business/Organisation/Stakeholder Group – Landowner

Firstly I believe Chippenham desperately needs this link road. The town centre gets so congested with traffic travelling between the M4/A350 and the Calne/Devizes roads. I own land in Tytherton Lucas and over the years I have noticed an increase in traffic using the lanes through Langley Burrell, Kellaways, Tytherton Lucas and then along to Abbeyfield school. A new road will relieve these lanes of much traffic.

I think option A is the best route. This option runs through one of my fields, I have no objection to this as long as I am compensated for it. I believe this route has less visual impact to the residents of Tytherton Lucas as it is lower down the slope down to the River Marden. I do not know enough about the route as it runs through zones 1, 2 and 3 to comment.

Option B. I think this route will be more visible from the North side of the River Marden than option A. I again cannot comment on the route as it goes through Zones 1 to 3.

Option C. I think this is the worst route, through zones 4 and 5. It will be far more visible from Tytherton Lucas and Kellaways area. Also as it costs so much to build these roads, why not build it further from the town to allow more expansion of Chippenham, if needed, while still keeping the building inside the Link road. It would be short sighted in my opinion to use Option C.

EL220

Respondent type: Business/Organisation/Stakeholder Group – Bee the Change Project

Good afternoon,

I hope this email finds you well. I am writing to you on behalf of Bee the Change Project, which is a pollinator conservation non profit, promoting natural beekeeping and connection to nature through bee conservation and community led projects.

The project is based in Bristol and Stroud and is run by Bee expert and Biologist, [REDACTED] [REDACTED] Bee the Change Project works to promote bee and pollinator conservation by connecting communities to nature, through business and education in schools. The project aims to increase awareness around the importance of pollinator conservation, for food sustainability, for wildlife and for protecting all ecosystems.

Bee the Change is next embarking on a much larger land project, hopefully to be based in Chippenham, where cabins will be built for workshops and the area will need to be landscaped appropriately, to facilitate educational and community led projects.

I am writing to you in the hopes that your organisation may be interested in partnering with Bee the Change Project, to help further the conservation of Bees and pollinators and allow the land project to move forward with ease. Projects like these are extremely important to communities, and allow an opportunity for conservation to take place, led by the help of those locally.

Any potential sponsorship or partnership would go a long way to help further the impact of Bee the Change and ultimately increase awareness around pollinator conservation.

I hope to hear back from you soon and thank you in advance for your time.

EL221

Respondent type: Individual

The public is being asked to choose a preferred route for the proposed distributor road around Chippenham which will determine where thousands of houses will be built. Please can the council share its housing infrastructure plan which determines what types of housing, i.e. no. of bedrooms and in what quantities, are required to meet the current demand of housing in and around the town. This needs to be made available in order that the public can fully understand the perceived need for a distributor road. As part of my involvement in the neighbourhood plan, I was told that the town must have a thriving town centre, and that, where necessary empty retail/office premises should be repurposed as accommodation. Any plan should start in the town centre and work outwards. Chippenham is also a market town not known for providing many high quality, well paid jobs. Businesses that any development on the eastern side of town will attract are likely to be logistics/storage/distribution/shops, providing low quality, minimum wage jobs. In the current economic climate which the country will take years to recover from; many individuals are likely to be working from home and travelling less; and with the council declaring a climate emergency, why is the council pursuing a scheme that is so utterly flawed. Please stop trying to solve 21st century problems with 20th century solutions.

EL222

Respondent type: Individual

I submitted my response to the consultation over the weekend as the deadline is imminent. But only now I have received your response to the questions raised in the public webinar – nearly 6 weeks after the webinar and less than 4 days before the last deadline (indeed only one day before the earlier deadline).

As I hope was clear in my responses, I completely reject the road and housing development plans (Future Chippenham and Emerging Spatial Strategy). They are badly thought through and unjoined up, leading to a high likelihood of unnecessary cost and irreparable damage to Chippenham and its surrounding communities, and probable failures. These flaws were evident throughout the Q&A document, but one answer captured the essence of the problems: “A Masterplan for Future Chippenham is currently being prepared. This includes detailed consideration of what the vision for the future of Chippenham...”. This highlights a major problem you have created by putting the cart before the horse. It makes no sense to make detailed plans around major house and infrastructure building and expect a valid response from your consultees when the master plan vision for Chippenham hasn't been disclosed or agreed. This has been very evident from the piecemeal thinking displayed to date.

EL223

Respondent type: Individual

I am writing to express my dismay at the proposed development to the South and East of Chippenham. The number of houses proposed far exceeds local needs, and together with the proposed distributor road will destroy natural habitat for wildlife. Accessible green space for town's residents, in the picturesque Avon and Marden valleys will be lost, as will much-needed local productive farmland, which also plays a part in reducing flood-risk.

As a resident of Chippenham my hopes for a "Future Chippenham" appear to differ greatly from that of Wiltshire Council. In recent years the town has undergone much development, resulting in a high level of outward commuting which contributes significantly to its traffic problems. It just about retains its charm and character but further development such as that proposed, which cannot be justified by local needs, will completely destroy this. It is currently possible for most reasonably mobile people to access open countryside from the town centre on foot, this being the legacy of a market town, but this would not be so with the proposed development. Its scale would be completely out of balance with facilities that could be provided in the town centre, and the conversion into a dormitory town with little social cohesion would be complete. This is not a future for the town which I find appealing - large anonymous communities appear to be the underlying cause for many of today's social problems.

The present concerns over climate change and its effects on the planet must be of primary importance. It is not viable to continue the destruction of the natural environment on which we all depend, and to increase emissions by carrying out large scale developments in inappropriate locations for short term economic gains and to meet countywide building targets. The availability of the Housing Infrastructure Fund grant and the receipts from the sale of farms held by the county, should not be drivers for this inappropriate development.

In conclusion, I hope Wiltshire Council will give due weight to the views of our Town Council, and of the many residents who have taken the trouble to express their views, and will rewrite the current Local Plan proposals to take account of the concerns of residents of the town, who will be directly affected by the outcome. Developments in our understanding of the damaging effects of our actions on the planet means that speculative developments of this type prompted by regional house-building targets rather than local need, cannot be regarded as sustainable. It is time to pause and consider the wisdom of continued development based on assumptions which are outdated and incompatible with a sustainable future.

I have not completed your consultation document because the omission of a no-road option appears to pre-determine the outcome of the consultation process, and this does not seem appropriate, nor indeed democratic.

EL224

Respondent type: Individual

I am aware of the consultation with the public on a possible future distributor road around Chippenham to improve traffic flow and allow access to future possible development sites, to benefit the local community.

I have family members and friends who occupy homes centred on Showell Farm at the Lackham roundabout end of your proposed inner route C , Zone 1. My wife and I are frequent visitors and have come to know the area around Chippenham well and have great affection for the town and the surrounding countryside.

The Showell Farm site with homes and barns dating from 17th and 18th Century is an important heritage site and forms part of the local Wiltshire landscape which it is vital to preserve, for the future of the Town and County.

The proposed route C, being the “inner route” of three potential future distributor road layouts, is therefore completely unacceptable for the following reasons:

1. The Site Selection Report for Chippenham for the Wiltshire Council Selection (January 2021) identified the impact of development around Showell Farm and recognised that ...”farmsteads have a fundamental relationship with their surrounding hinterland and mitigation (is) likely to be very difficult”.
2. In addition to the detrimental effect upon these heritage assets, your Summary Assessment Options Report, associated with the present road consultation, states that...”Option C has the second largest impact on the environment due to it’s proximity to Rowden Park conservation area and greater visual impact than option B due to its connection to the high ridge line at Lower Lodge Farm.
3. The proposed end of the road goes straight through the middle of the land designated for “ Heritage setting and QW flooding in the Draft Green and Blue Infrastructure Plan in the Wiltshire Council Local Plan – Planning for Chippenham” consultation document (fig 8 page 16).
4. The junction proposed with a new roundabout off the B4528 ignores these considerations of landscape and heritage value which are important aspects of planning for all our futures. It also makes little sense when this junction could be located a few metres further West, directly off the existing Lackham roundabout.

In summary therefore I ask you to set aside the Option C for any future road development. Option C will cause too much loss of amenity in landscape value of the countryside and heritage assets in Zone1 and, regardless of which option may be eventually adopted, please ensure that the junction at the western end should be directly off the Lackham roundabout.

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**

APPENDIX D

FUTURE CHIPPENHAM COMPULSORY PURCHASE ORDER STRATEGY (DRAFT)

Note: 5th July 2021 - This document will require updating following agreement by Cabinet on the revised scheme, subject to the Local Plan review, masterplanning and agreement from Homes England.

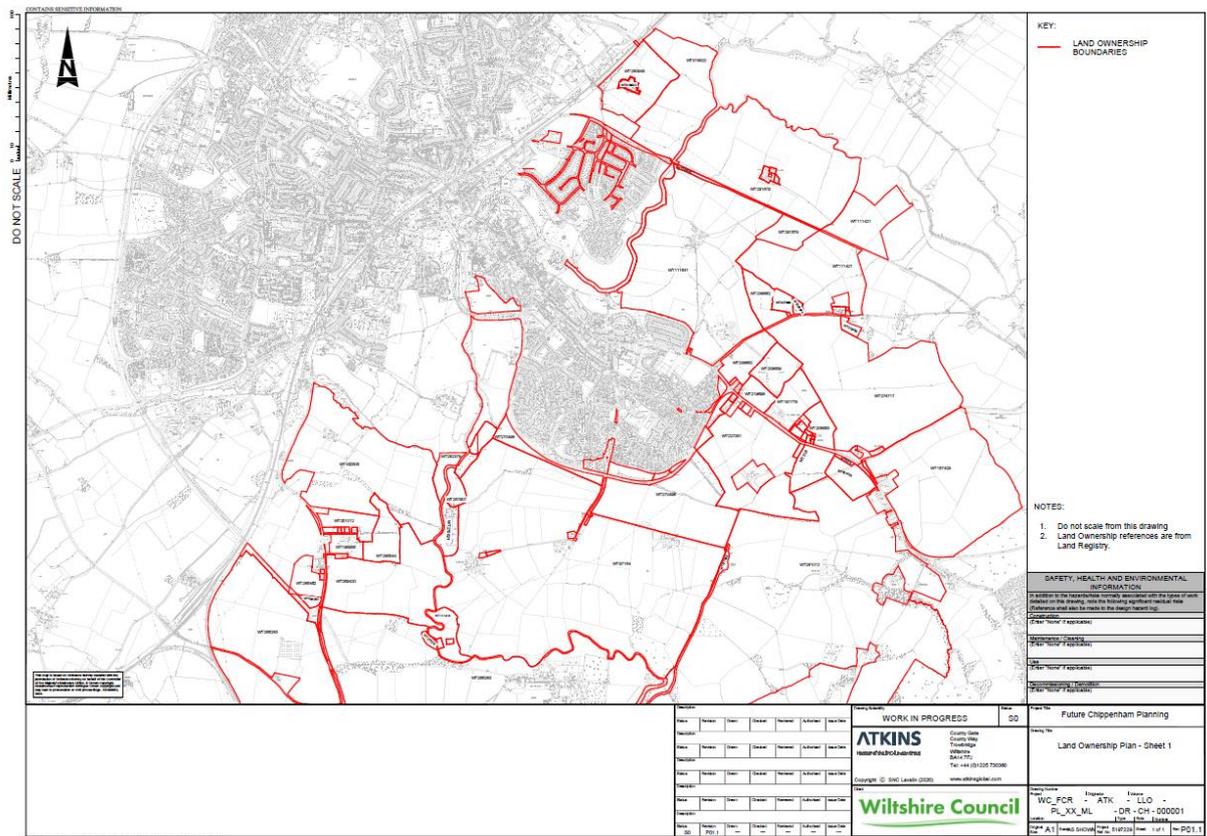
Contents

1.	Executive Summary	2
2.	Introduction & Background	3
3.	Approach to Land Assembly	4
4.	Use of s.226 Town and Country Planning Act 1990	5
5.	Potential alternative compulsory purchase powers	7
6.	Overall CPO Programme.....	7
7.	Budget for process	7
8.	Special kind of land	8
9.	CPO and Covid19	9

FUTURE CHIPPENHAM CPO STRATEGY

1. Executive Summary

- 1.1 The Grant Determination Agreement (GDA) defines “CPO Strategy” as a plan for the proposed acquisition of any part of the Infrastructure Site by way of CPO (including details on expected timeframes) in a form satisfactory to Homes England. Schedule 7 paragraph 1.3 of the GDA requires Wiltshire Council (the Council) to provide to Homes England the Council’s CPO Strategy prior to the signing of the GDA.
- 1.2 This report sets out the Council’s strategy for the use of Compulsory Purchase powers to enable delivery of its aspirations for the Future Chippenham Development, if required. It includes a summary of the background and history of the proposed site, and the existing landowners and interested parties within the area.
- 1.3 The extent of the Infrastructure Site is shown below



- 1.4 The strategy assesses the issues involved in progressing an acquisition by agreement and/or a compulsory acquisition.
- 1.5 The strategy sets out the legislative basis for use of compulsory purchase powers, and the approach to be pursued by the Council in order to justify use of these powers.

1.6 In a Cabinet Decision dated 8 October 2019 the Council acknowledged that, where necessary, it will use its compulsory purchase powers in order to ensure that the Infrastructure Site is made available for the delivery of the Infrastructure Works. A Cabinet approval to acquire the land needed for the scheme will be obtained once the exact area of land required has been finalised. This strategy sets out the timetable for a CPO to be pursued alongside the negotiations with the landowners.

2. Introduction & Background

2.1 Wiltshire Council has been successful in securing £75m towards the cost of a new distributor road (Infrastructure Works) which will unlock a housing site to support housing delivery of up to 7500 homes by 2055 in the Chippenham Housing area.

2.2 The housing site is not currently allocated in the Local Plan. The Local Plan is being reviewed in accordance with the timetable set out in Table 1 below and Wiltshire Council as Landowners are making representations for development on the site which will become unlocked by the HIF funded road and more detailed representation on their owned land into the Local Plan. The WC Highways team will be supporting the Planning application for the distributor road.

TABLE 1 : Local Plan Review Timeline

	2020		2021				2022				2023		
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Gypsy and Travellers DPD													
Wiltshire Local Plan Review													

	Plan preparation including evidence gathering and refinement following consultation stages
	Informal consultation on the scope and content of the G & T DPD (Reg 18)
	Informal engagement of revised scope and emerging strategy
	Publication of the plan for pre-submission consultation (Reg 19)
	Submission to Secretary of State following Cabinet and Council approval (Reg 22)
	Examination process (including hearings and receipt of Inspectors report)
	Adoption by Council

2.3 Atkins (the Council's appointed consultants) are in the process of preparing a master plan for the proposed Future Chippenham Site and this will be submitted as part of the wider planning application for the Infrastructure Site and the housing site.

2.4 Atkins will demonstrate through the masterplan that the following can be delivered;

- Up to 7500 new homes
- improvements to local traffic congestion as a result of the scheme
- enhancements to the local cycle network and more sustainable travel options
- new local amenities including a new primary school, community centre, enhanced leisure offer, health centre
- expansion to the Country park and enhancements to the green and blue infrastructure around the site.

2.5 To date, no homes have been delivered within the masterplan area. Just 650 homes have planning permission on the Summix site.

- 2.6 The Council wishes to unlock the housing site to meet its future housing requirements, to accelerate the delivery of homes and increase the number of genuinely affordable homes in Wiltshire.
- 2.7 The strategy focuses on options to acquire the Infrastructure Site to support the road build and potential options in support of the delivery of housing, in the event of market failure.
- 2.8 The strategy sets the benefits of the use of compulsory purchase powers under s.226 of the Town & Country Planning Act 1990, including timing and control over delivery, together with the required statutory process including review of planning and other policy.
- 2.9 It also deals with a proposed proactive delivery strategy following a CPO including potential delivery options such as working with a private sector or registered provider partner / self-delivery within the Council or onwards sale to a developer.
- 2.10 In addition, the strategy provides an indicative process cost and programme for this proactive strategy, including how negotiations with landowners would fit within the programme, approach to negotiations and the best time to commence negotiations.

3.0 Approach to Land Assembly

- 3.1 The proposed site of Future Chippenham received full support from all landowners during the HIF Bid submission stage. Engagement with landowners is ongoing to secure the freehold and leasehold interests in the areas of land comprising the Infrastructure Site to facilitate the road build and where possible joint promotion of the site for housing.
- 3.2 This Council will seek to assemble the Infrastructure Site by agreement where possible. The use of CPO for these interests will only be implemented where purchase by agreement cannot be achieved.
- 3.3 At the time of writing this strategy, the road route for the Infrastructure Works has not been fixed and any route shown in this strategy is a high-level alignment only.
- 3.4 The Council will, where possible, enter into agreements with landowners/housebuilders to confirm deliverability of housing to the proposed trajectory by way of Master developer agreements, MOU, Sale Contracts LLP's, Land equalisation agreements etc.
- 3.5 The Council recognises that some landowners may not wish to enter into an agreement. Where this is the case, the Council will monitor delivery of housing against the proposed trajectory across these sites. In the event of market failure, the Council will consider the use of Compulsory Purchase Order to acquire any land that is failing to deliver which has been unlocked by the HIF funding.
- 3.6 The Council will at all times attempt to reach agreement with landowners for the acquisition of the Infrastructure Site by agreement. However, in order to ensure that Council can deliver the Infrastructure Works and the comprehensive delivery of the benefits that will follow from that, the Council will pursue a Compulsory Purchase Order in parallel with its voluntary acquisition strategy. This is required as a back-up to voluntary negotiations, and in order to

ensure that any unregistered land, third party interests and other unknown risks to delivery can be dealt with by the use of powers if required.

Wherever private treaty agreements for acquisitions are concluded, the Council will undertake not to use its CPO powers and to honour the agreements entered into. This is common practice in regeneration projects and de-risks the situation for both landowner and Council.

A report for CPO will be prepared and submitted to Cabinet in [month 2021] requesting approval to seek CPO powers to support delivery of the road where necessary. The proposed timeline is due to the need to meet the HIF Grant spend timeframe restrictions of March 2024.

3.7 Land Assembly Strategy

This CPO Strategy is supported by the Land Assembly Strategy. The Strategy outlines the options considered for assembly the land for the site and housing and the preferred option to proceed.

3.8 Head of Terms

The main purpose of heads of terms is to provide an element of clarity from the beginning of the transaction through to the end.

4. Use of s.226 Town and Country Planning Act 1990

4.1 It is the Council's intention to rely on its powers under section 226 of the Town and Country Planning Act 1990 to acquire the land needed for the Infrastructure & Housing site should a mutual agreement between the Council and other landowners not be reached.

4.3 Section 226 of the Town & Country Planning Act 1990 (TCPA 1990) is the most commonly used power by local authorities to deliver regeneration and development within their area. Guidance on the use of this power is set out in Tier 2 section 1 (para 94-106) of the February 2018 Ministry of Housing, Communities & Local Government Guidance on Compulsory Purchase Process and the Crichel Down Rules, (the 2018 Guidance).

Purpose of TCPA 1990 powers

4.4 The key purposes the powers may be used for:

- a) section 226(1)(a) enables acquiring authorities with planning powers to acquire land if they think that it will facilitate the carrying out of development (as defined in section 55 of Town and Country Planning Act 1990), redevelopment or improvement on, or in relation to, the land being acquired and it is not certain that they will be able to acquire it by agreement
- b) section 226(1)(b) allows an authority, if authorised, to acquire land in their area which is required for a purpose which it is necessary to achieve in the interests of the proper planning of an area in which the land is situated.

4.5 The purpose for which the powers are proposed to be used is also tested against a few other criteria.

- a) There must be a compelling case in the public interest for the use of the powers which outweighs the private loss. The delivery of the Infrastructure Works will provide vital road network which will unlock the housing site for the provision of much needed housing in Chippenham (7500 houses), thereby contributing to the housing delivery target for the entire administrative area covered by Wiltshire Council.
- b) The scheme would lead to any one or more of the following objectives, within the administrative area of Wiltshire Council:
 - i. the promotion or improvement of the economic well-being of their area,
 - ii. the promotion or improvement of the social well-being of their area;
 - iii. the promotion or improvement of the environmental well-being of their area.

4.6 As evident from paragraph 4.5 above, the benefit to be derived from exercising the power is not restricted to the area subject to the compulsory purchase order, as the concept is applied to the wellbeing of the whole (or any part) of the acquiring authority's area.

Justification of use of the powers

4.7 Para 104-106 of the 2018 Guidance provides further advice on the justification required to support an Order under these powers. This includes

- any programme of land assembly needs to be set within a clear strategic framework, and this will be particularly important when demonstrating the justification for acquiring land compulsorily under section 226(1)(a).
- Adopted planning framework provides clear support and justification. Although the Infrastructure Site and the housing site are yet to be allocated by the Local Plan, the Council as landowner is working with other landowners to promote these sites as part of the ongoing review of the Wiltshire Local Plan. It is envisaged that the schemes for the road and the housing will have support in the emerging Local Plan. The intention is to pursue a planning application for the schemes along with the local plan review process.
- Whether the purpose for which the land is to be acquired can be achieved by any other means. There is clear indication that the road and housing schemes can only be delivered on the Infrastructure Site and housing site respectively, hence the need to assemble the land needed for this purpose.
- The potential financial viability of the Scheme for which the land is to be acquired, including general indication of funding intentions, commitments from third parties, any restrictions on timing of funding etc, in order to provide the Secretary of State with certainty that the Scheme will proceed. In addition to the HIF funding, the Council will be relying on other funding sources, including its own, to ensure that the Infrastructure Works are delivered.
- The extent to which the proposed Scheme will contribute to the achievement of the promotion or improvement of the economic, social or environmental wellbeing of the area.

4.8 The Council is in negotiation with owners of various interests in the areas of land required for the Infrastructure Site in order to acquire the necessary land and rights by agreement, failing which CPO will be used.

CPO Process

- 4.9 Once the Council has satisfied itself on the requirements above, it will then need to commence the compulsory purchase process. The process is set out in Acquisition of Land Act 1981 and contains the following key steps.

Preparation of CPO

Making the Order and publicising

Public Inquiry

Confirmation

Notification

Implementation

- 4.10 On average the CPO process from start to finish takes between 18-24 months but this depends on the number and extent of objections and whether there is a Public Inquiry into the CPO.

5. Potential alternative compulsory purchase powers

- 5.1 As mentioned above, the Council will seek to rely on its Town & Country Planning Act 1990 section 226 powers, due to the nature of the schemes. However, where deemed necessary, the Council will consider whether any alternative compulsory purchase powers would be more suitable, such as for example, the Council's powers under the Highways Act 1980.

6. Overall CPO Programme

- 6.1 In order to create the best framework for the Council to make a CPO within 12 months, as a foundation to the Council securing the fastest possible delivery of the regeneration. The CPO programme is currently being updated.

7. Budget for process

Budget for process

- 7.1 In considering its options to proactively deliver its policy objectives for the land at Future Chippenham, the Council will need to consider the costs (internal costs and external advisers) of the necessary preparatory work, selection and securing of a delivery partner, compulsory purchase process and all associated specialist advice.

Budget area	Indicative Amount	Comments
Preparatory work	£150 – 200k	Resident consultation, initial masterplan, delivery structure, viability

CPO Process	£250,000-750,000	Legal and Surveyors Fees / Negotiations with affected parties and process. Assume public Inquiry required with objection pursued by ECPL. No objection from TfL / RBKC
Internal project lead	£150k	3 years costs
Specialist technical advice	£150	Planning / Viability / Development viability / transport and traffic etc
Selection and securing delivery partner	£500,000-750,000	Legal/commercial/property/accountancy support – JV process likely to be more expensive than DA
Further design / planning / technical work	£500 - £1m.	Dependant on structure of delivery
Total indicative budget	£1.7 - £3.0m	

7.2 The above budget will need to be regularly refined and updated as the Council progresses its plans but does provide an initial estimate in order to assist them in making its decisions on how to proceed.

7.3 Depending on the selected delivery route, the Council may be able to obtain reimbursement of these early stage costs, either through direct reimbursement, or through land value uplift or profit created by the scheme.

8. Special kinds of land

8.1 Land owned by certain statutory undertakers for the purposes of its undertaking (i.e. land is used for purposes directly connected with the undertaker’s statutory functions) is afforded protection under either section 16 or section 17 of the Acquisition of Land Act 1981 (“the ALA”).

8.2 Under s8(1) of the ALA, the definition of “statutory undertakers” includes (i) any railway, light railway, tramway etc.

8.3 Under Section 16 of the ALA, where land acquired by a statutory undertaker for purpose of its undertaking is included in any CPO, the statutory undertaker may make representations to the “appropriate Minister” (in this case the Secretary of State for Transport) before the expiration of the time within which objections to any CPO can be made.

8.4 A CPO in respect of which a representation has been made under s16 ALA 1981 cannot be made unless the appropriate Minister is satisfied and certifies “that its nature and situation is such (a) that it can be purchased and not replaced without serious detriment to the carrying on of the undertaking; or (b) that if purchased it can be replaced by other land belonging to, or available for acquisition by, the undertakers without serious detriment.

- 8.5 The burden of proof would be on the person acquiring the interest to show that the land could be taken without serious detriment.
- 8.6 Land which is held as open space, common land, or fuel or field garden allotment, is subject to special parliamentary procedure before it can be compulsorily acquired, unless a certificate is obtained from the Secretary of State pursuant to Section 19 of the ALA.
- 8.7 A certificate must be applied for at the same time as the compulsory purchase order, and any representations may be heard by public local inquiry.
- 8.8 Special protections also apply to National Trust land and land held by other local authorities – these are set out in MHCLG’s *Guidance on Compulsory Purchase Orders and the Crichel Down Rules*.

9. CPO and Covid19

- 9.1 On 13 May 2020 the Ministry of Housing, Communities and Local Government (MHCLG) published compulsory purchase guidance for acquiring authorities in response to COVID-19.
- 9.2 One of the recommendations is that acquiring authorities are encouraged to consider whether it would be appropriate to increase time periods for people to respond when requesting information about interests in land to be acquired or submitting objections to CPOs, given that due to COVID19 and the possibility of self-isolation, some people may not be able to reach a postbox, or responses may otherwise be delayed (due to illness or delays in the postal system).
- 9.3 There are also recommendations when implementing CPOS during this exceptional period whereby acquiring authorities should act responsibly in relation to both business and residential claimants, particularly in terms of the timing of vesting orders and compensation. Residents should not be evicted during his period in line with the Governments wider guidance on evictions.
- 9.4 The above guidance and the continued impact of COVID19 and any further guidance issued by MHCLG will need to be considered by the Council when implementing any compulsory purchase order and this may have an impact on the timescales for the scheme.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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