

Future **Chippenham**

Connecting our communities

Future Chippenham Road Route Options

Consultation Feedback Report

Appendix: W

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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Q9. Please provide any specific feedback you would like to give 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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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.

Q10. Please provide any specific feedback you would like to give 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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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.

Q11. Please rank the potential Pewsham link road options into order of preference.

Q12. Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

Q13. Please 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.

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.

Q7. Please rank the three potential road route options into order of preference.

Q8. Please provide any specific feedback you would like to give 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.

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

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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.

Q9. Please provide any specific feedback you would like to give 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.

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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.

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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 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.

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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 preempt 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.

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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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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.

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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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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 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.

Whilst 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 examine 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 examine 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 Mark's 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 PEAOR 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 PEAOR 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.

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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.

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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 Lease 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 Article2 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 hierarchy 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 whilst 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 kerbline 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.

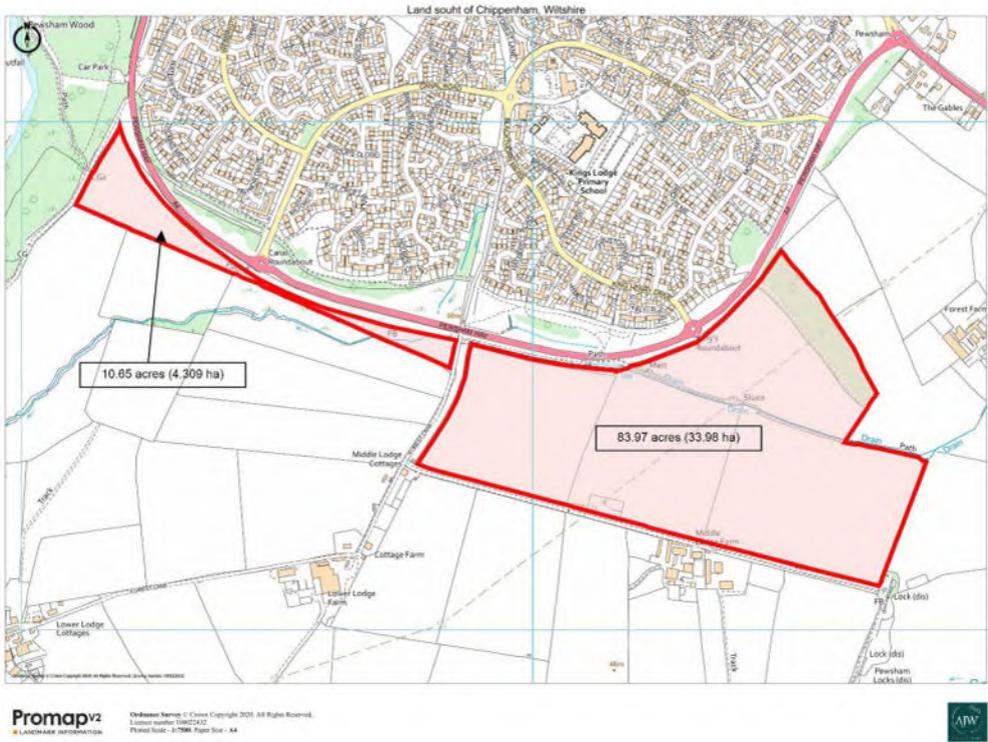
According to the document, these benefits would help underpin the future sustainable growth of Chippenham and increase opportunities for residents and businesses.

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.

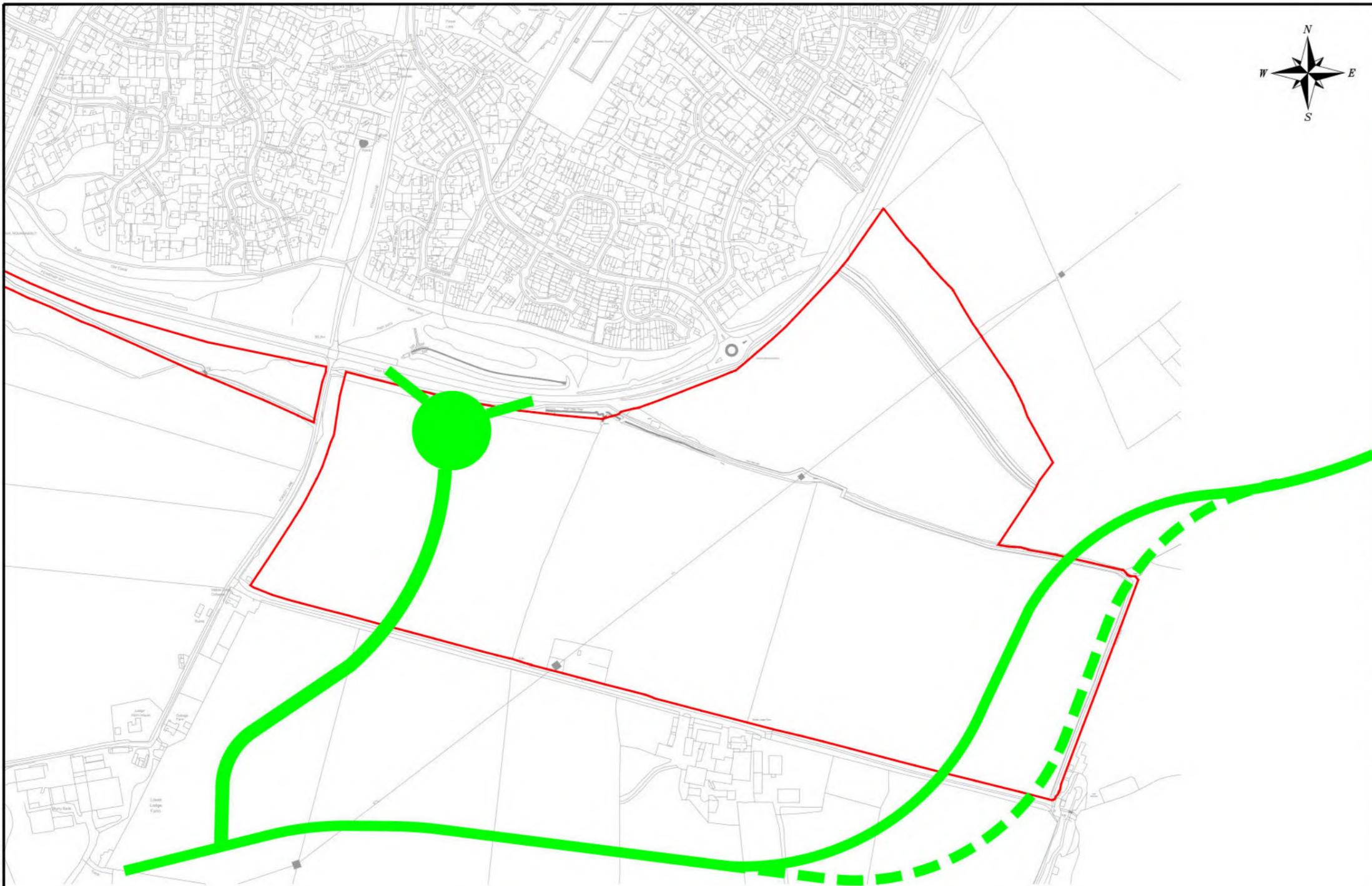
This amended Route C is shown indicatively on **Drawing Number 3319-F01**, enclosed with this note.

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

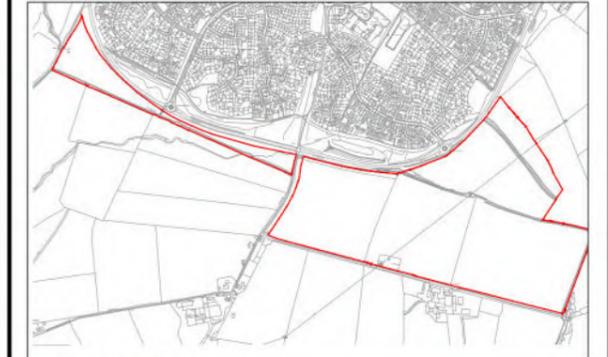
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NOTES
 THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
 THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- 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

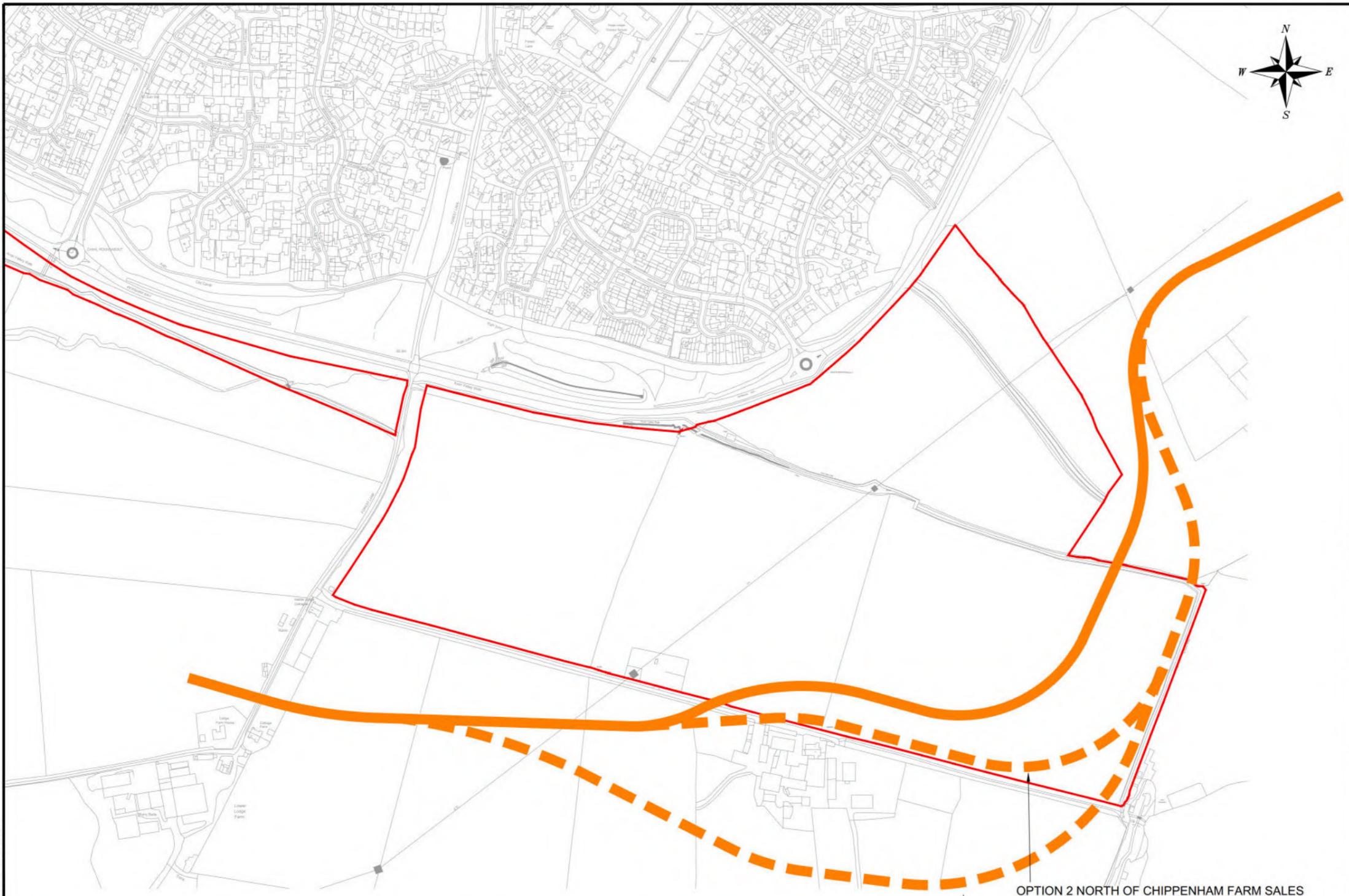
DRAWING NUMBER: **3319-F01** REVISION: **-**



NORTH SOUTH AERIAL VIEW



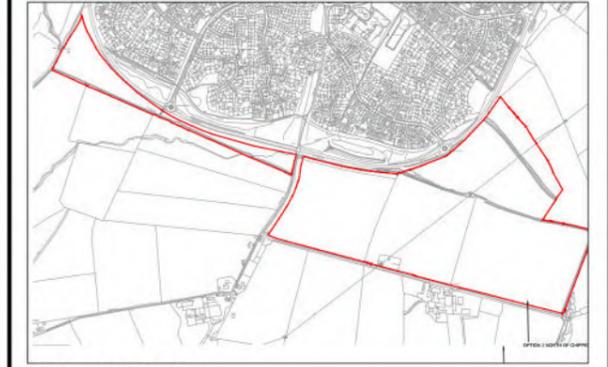
ALL ROUTES PLAN



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: **-**

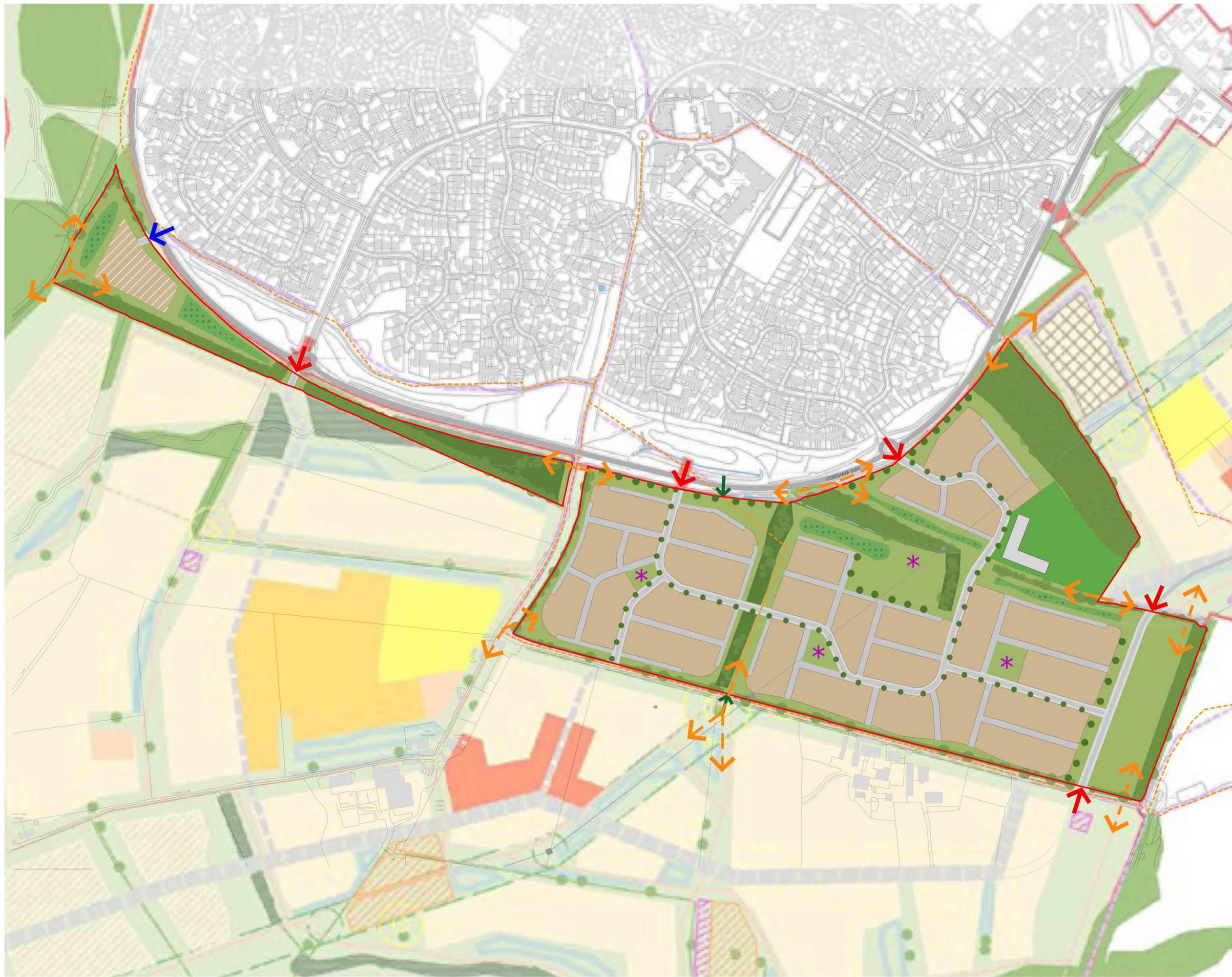


NORTH SOUTH AERIAL VIEW

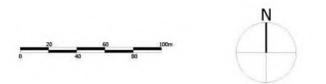


ALL ROUTES PLAN

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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)



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 Chippenahm 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 reccomendations 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 through 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 NO_x 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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2.

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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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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.

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 intention 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.

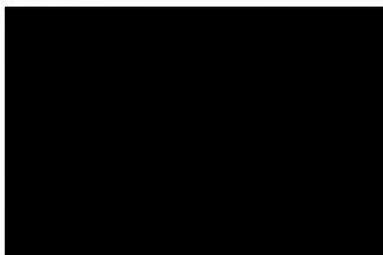
Option C is noted as being more visible in the Southern zones, so everything possible would have to be done to minimise that. This should include lighting that is of absolutely the least prominence possible. Having said that, the other advantages of Option C are obvious:

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.

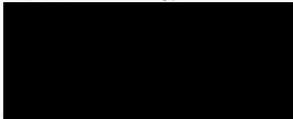
(i) Also the safety of these Solar Farms are questionable as many fires have been known to happen - good for wildlife we don't think so!

(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 plan's 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. + Cluning 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. - Lets 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 sence 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 are 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



**CHIPPENHAM
TOWN COUNCIL**
Improving the quality of town life

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

Chippenham Town Council

The Town Hall, High Street
Chippenham, Wiltshire
SN15 3ER

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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

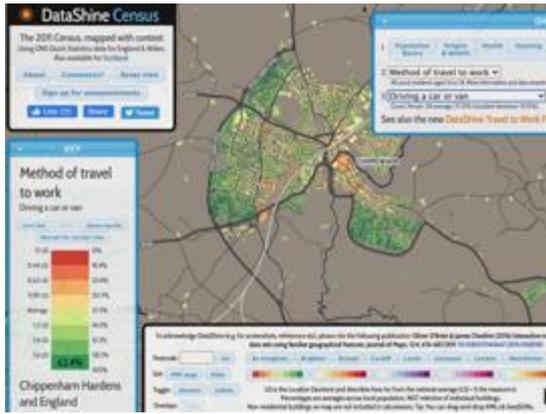
Transport for New Homes is a project of the Foundation for Integrated Transport and aims to bring planning and transport together in such a way that new housing is genuinely built around sustainable modes. Much of our work is field-based although we also work with our [Steering Group](#) and meet with 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 outdates 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 leisure 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 of the people of Chippenham and make it a pleasant place to live, we urge you to stop the building of this road and subsequent housing developments 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 redacting the signature of the representative.

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?

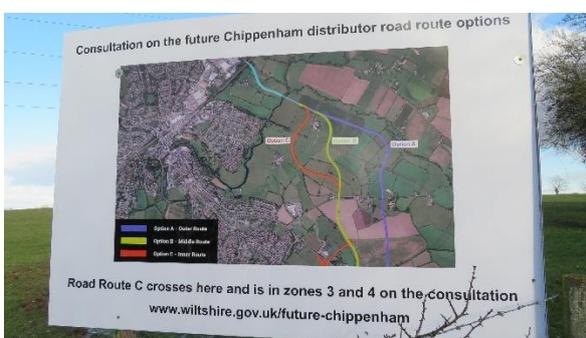
9 Nobody can tell me how many houses have been built in Wiltshire in the last 2 years, so how do you know what you need if you don't know what you have? So no road is required. Why would you destroy all the wildlife in the area for this?

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?

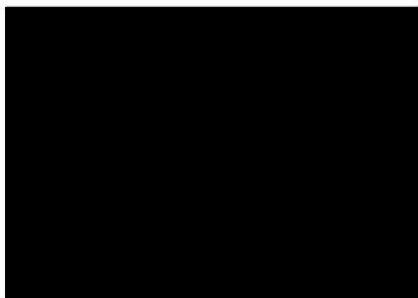
If we do need to build on green field land should we at least look to develop the western side of Chippenham? The areas between the A4 and the A420 as there is already the infrastructure in place with the A350 being mostly dual carriage way round the edge of Chippenham and several large roundabouts serving 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

Z

previously dismissed have proven to be more important than ever, are but a few.

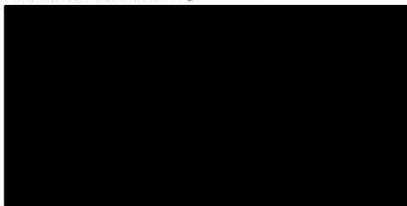
The questionable nature of the quasi consultations coming so soon after the recent debacle over the Monkton Park multistorey car park investment (not to mention the astonishing choice of design and location for the actual building) and the failure to support the opposition to the massive development 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 area.



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.

I trust now you are fully aware of what my question is and why it is relevant.

DAUNTSEY PARISH COUNCIL


Clerk of the Council


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 of Dauntsey Parish Council.

On behalf of Dauntsey Parish Council

EL156

Respondent type: Business/Organisation/Stakeholder Group – Seagry 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

Thank you for the opportunity of commenting on this Consultation. My Council has asked me to forward the following comments to you.

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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 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

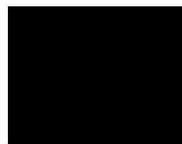
I am imploring you to think again about the number of houses proposed for Chippenham.

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.

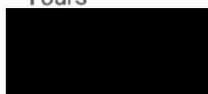
Mental health is being discussed more now than ever before and if this expansion goes ahead the number of people with mental health issues, simply because they cannot get out into the countryside – because there is none left – will be so huge that that will be the next NHS crisis. It doesn’t matter to 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 the Local Plan asks 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/variatioins 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

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.

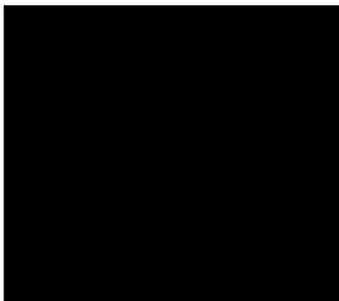
This contravenes the right of all citizens to participate in environmental decision making under the Aarhus Convention, as it is clear that the information exists but has not been provided, and the information provided in the summary is cursory and clearly insufficient.

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



EL204

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 reasons 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 on 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.

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.

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**