

APPENDIX 1: PROPOSED EXAMINATION CHANGES FOR CLARITY

Examination Change 01

Amend paragraph 4.23 as follows:

“A key outcome of the development strategy is delivery of an Eastern Link Road. This will be provided as a part of the development of Rawlings Green and East Chippenham. Development committed at North Chippenham provides the northern section linking the A350 to the Rawling Green proposal. Each of the Plan proposals involve the building of new roads in step with the additional development proposed in order to ensure there are no unacceptable traffic impacts and so that the wider benefits to the network are achieved as soon as possible. The proposals also include large new areas along the River Avon for country parks. These will provide easier and direct public access to the countryside for all residents and visitors. They will also include areas set aside to be managed to protect and improve their nature conservation value. As a substantial corridor of land it also provides opportunities for new and improved cycle and pedestrian links around the town, as well as to and from the town centre. These proposals go a substantial way to fulfilling a longstanding aspiration to capitalise on the River Avon as an asset to the town.”

Examination Change 02

Additional policy and text following paragraph 5.33

Policy CH5

Chippenham Eastern Link Road

A distributor road will connect the A350 to the A4 around the north eastern side of the town. The precise alignment and treatment of the road corridor will be determined as a part of the master plans for proposals at Rawlings Green and East Chippenham.

- 5.34 Preferred areas for strategic sites have been selected using the six criteria contained in Core Policy 10 of the Wiltshire Core Strategy. Two of these concern transport and accessibility. They include, in the balance of considerations, how development might offer wider transport benefits for the existing community, how they achieve access to the local and primary road network and are capable of redressing transport impacts, including impacts affecting the attractiveness of the town centre.
- 5.35 In assessing how to deliver these objectives the evidence suggested that there was an opportunity to capitalise on the dependencies which exist between strategic areas A, B and C to deliver growth and supporting infrastructure which is more advantageous, in transport and accessibility terms, than completely dispersed growth. [Insert footnote reference to paragraph 7.13, Part 1 of Evidence Paper 3]
- 5.36 A link road around the town connecting the A4 to the A350 can help to relieve traffic within the built up area and particularly the town centre. Modelling traffic patterns shows a link north east of the town provides a greater benefit than south of the town. Such a link through Strategic Areas A, B and C can help unlock the town's long term development potential.
- 5.37 New roads are necessary to serve the development of both Rawlings Green and East Chippenham. Each site requires more than one point of access onto the road

network. The proposal therefore is that the main access roads for each development connect together and to that committed at North Chippenham so they deliver an Eastern Link Road that can provide infrastructure benefitting the whole town.

- 5.38 The committed development at North Chippenham includes a road which will link the A350 from Malmesbury Road roundabout to the B4069. Proposals for Rawlings Green include the provision of the Cocklebury Link Road (defined in Policy CH2) to continue this road over the railway to serve the development and provide a second access from the Monkton Park area that allows traffic to avoid the town centre. The completion of the link over the river to the A4 is included as a requirement for the East Chippenham site.
- 5.38 Proposals for East Chippenham use the road corridor for an Eastern Link Road as a means to establish a boundary to the site. This possibility will also be considered in the development of proposals committed at north Chippenham. Along with the precise alignment of the road, a detailed design treatment for the road corridor will be determined at the master planning stage of the development process for each proposal. The master plan for Rawlings Green will also consider provision of the Eastern Link Road from the junction with the B4069.