



Campaign to Protect
Rural England
North Wiltshire and Swindon Group

**PROTECT
WILTSHIRE®**

The Bear House, Sandy Lane
Chippenham, SN15 2QF
phone/fax: 01249 817 003

email: elizabethmoney@btinternet.com

Patron: HM The Queen

Mr. Chris Marsh
Planning Department,
Wiltshire Council,
Monkton Park,
Chippenham
Wilts SN15 1ER

31 December 2013.

Dear Mr. Marsh,

Re. Application no 13/05742/OUT Bradford Road, Rudloe

There are two areas in this application on which we would comment.

Affordable Housing and Travel

Affordable Housing

We are pleased to see that the applicant proposes the full 40% contribution in line with the proposed Policies 43 and 45 in the Draft Core Strategy. This will make a valuable contribution to the local need. We would therefore urge Wiltshire Council to ensure that this contribution is not diminished or reduced during the process of agreeing that contribution through the legal agreement. If the level of provision becomes subject to variation on grounds such as viability, either now or later during the delivery, we would ask that the legal agreement contains conditions which only permit such variability if the overall number of market housing is reduced proportionately.

Travel/Transport Plan/Access

We note that the Transport Statement makes reference to Draft Wiltshire Core Strategy P60 and 61. The section on **Accessibility and Sustainability, Section 4, 4.5–4.9** makes much reference to existing cycleways and pedestrians paths and how important services can be reached. However when looking at Appendix 1 photographs it is very clear that these are using narrow roads with no proper provision for safe cycling/walking. The theory does not seem to translate into material improvements which deliver the Transport Strategy or Core Strategy aims.

Sections 5.4–5.6 deal with links, the integral layouts and speed reduction.

Unless the s106 agreements contain sufficient funding to install traffic calming measures on the main lanes outside the development, along with shared space roads within, the incentives to move towards alternative transport modes will be lost. Will there be sufficient funding to cover Metro Count and Speed Indicator

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Device trials prior to installing measures such as build-outs or refuges? We note that it is suggested that the speeds along Bradford Road (50mph) and Park Lane (40mph) are too high. Will sufficient funding be made available under the s106 to finance the necessary trials and procedures to take place to provide evidence for speeds to be reduced? These measures can be costly but long term speed reduction is more effective than contributions to hard highway measures.

Yours sincerely,

Mrs. Anne Henshaw

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