CCNP 2
Paragraph changes post Reg 14

Regulation 14 Draft changes	Regulation 15 Draft
Introduction and Looking Ahead	
Page 6 Update Executive summary to reference correct stage.	Text in first paragraph to be updated to remove reference to Regulation 14.
Page 7 remove text about the regulation 14 consultation Update the Foreword Change references to "draft plan" to "submission plan"	Text to be updated to refer to the submission plan.
Page 17 List of Topic papers – make sure that these are named consistently throughout the plan.	
Para 2.3 objectives, Economic objective 1 A place with a productive and balanced economy: Provide for a balance of new homes and jobs and support the introduction of new communication infrastructure and technologies to support the economic prosperity of our growing community and reduce the need for long distance travel for both work and leisure. Support localisation of low carbon alternatives, e.g. renewable power, and low carbon heat.	**Economic objective 1** A place with a productive and balanced economy: Provide for a balance of new homes and jobs and support the introduction of new communication infrastructure and technologies to support the economic prosperity of our growing community and reduce the need for long distance travel for both work and leisure. Support localisation of low carbon alternatives, e.g. renewable power, and low carbon heat. Support a green economy by supporting business and supply chains that form part of the transition to net zero.
Social and health Objective 6 A healthy place: Ensure that new places are designed, and where possible older areas improved, to facilitate	**Revised Social and health Objective 6** A healthy place: Ensure that new places are designed, and where possible older areas improved, to facilitate

physical activity, mental wellbeing and healthy lifestyles on an everyday basis and in the face of a changing climate. Local air quality must be improved (particularly in the Air Quality Management Area) achieved by supporting active travel and ensuring that future developments within the plan area,do not add traffic to the already congested roads.	physical activity, mental wellbeing and healthy lifestyles on an everyday basis and in the face of a changing climate. Local air quality must be improved (particularly in the Air Quality Management Area) achieved by supporting active travel and ensuring that future developments within the plan area, minimise any additional traffic to the already congested roads.
Amendments on Table on pages 23 and 24 Add new policy C3 C2 add tick for social objectives NE1, NE2,NE3 add tick for economic objective GA4 add tick for social objective WS1 add tick for social objective WS2 add tick for environmental objective	Revised tables on pages 23 and 24.
Climate Change and Sustainable Development	
New para 3.3.4 and renumber following paras.	**New para 3.3.4** The use of natural 'nature based' solutions offer co-benefits to manage a range of issues such as water management (minimising the risk of flood and reducing the volume of sewage overflow into rivers), and integrated natural spaces and features (good for people and biodiversity).
Para 3.4.3 Reducing greenhouse gas emissions from the built environment is essential to contribute to both the Wiltshire and local level ambitions of achieving carbon neutrality by 20305. We therefore want to see buildings that are more energy efficient, that place a lower burden on energy supply and generate renewable energy contributing to tackling the climate crisis as well as keeping down energy	**Revised para 3.4.3** Reducing greenhouse gas emissions from the built environment is essential to contribute to both the Wiltshire and local level ambitions of achieving carbon neutrality by 2035. We therefore want to see buildings that are more energy efficient, that place a lower burden on energy supply e.g. by using air source heat pumps and insulating, and generate renewable energy contributing to tackling the climate

bills in people's homes which is critical as we are now facing a cost of living crisis.	crisis as well as keeping down energy bills in people's homes which is critical as we are now facing a cost of living crisis.
Check whole chapter for reference to C2/C3/C4 and text supporting	Text changes to be made as appropriate.
Revised paras to support revised policy C2 and new policy C3	**Para 3.4.6 removed and the following added:** New text and footnote 3.4.7 A second policy is also presented in connection to this issue to address existing buildings, as the most sustainable building is one that already exists. 3.4.8 The retrofitting of existing homes to the highest possible level of energy performance is encouraged with policy C3. From consultation with our community, we know that people are seeking to reduce their energy demand and carbon footprints through affordable and phased approaches. This should include insulation, with possible additions such as heat source pumps and solar panels. The Net Zero Carbon Toolkit8 is also a good resource to assist with delivering the aims of our community and this policy. This toolkit has been created to make Net Zero carbon new build and retrofit more accessible. It has been created for building professionals (developers, contractors, architects and engineers) and is also relevant to self -builders, planning officers and other housing professionals. Although it can be used by homeowners, it is aimed at those who already have some knowledge or experience of construction. 3.4.9 Planning proposals for modifications of buildings in the Conservation Areas or to a Listed Building should consider the

	advice from Historic England9 and demonstrate that the maximum possible level of energy efficiency, energy generation and reduction in CO2 impacts have been achieved in balance with conservation considerations.
	FOOTNOTE 8: Originally commissioned by The Forest of Dean, Cotswold and West Oxfordshire District Councils and developed and produced by Etude, the Passivhaus Trust, Levitt Bernstein and Elementa Consulting have produced a resource that contains the very latest design approach and good practice within the field of Net Zero buildings. Funded by the Local Government Association (LGA) Housing Advisers Programme which is designed to support councils seeking to innovate in meeting the housing needs of their communities. LINK
Change to add paragraph to support policy C4(old C3) in response to WC comment.	**Add new paragraph 3.4.10** The installation of electric vehicle charge points at existing development will be supported in principle. Furthermore, insofar as planning permission is required, community/public electric vehicle charging points (e.g. on-street facilities integrated with street furniture like lighting columns) will be supported subject to detailed considerations such as heritage implications.
Natural Environment	
Para 4.3.6 add new quotes in support for local green spaces	**Comments from consultation to be added.** "The LGS 2.13 Lavender Drive is important to us as local residents" "Very strongly support 2.16 Castlefields country park - outstanding natural countryside "

	"LGS2.18 This is an excellent space. A big asset to the community and well maintained." "I think the pocket park has transformed the town." Quotes from consultation in February / March 2024
Figure 3	Figure 3 to be amended.
Page 45 Otter info box text change Otters and the River Marden Otters are listed as rare and most threatened species under Section 41 of the Natural Environment and Rural Communities Act (2006). Breeding otters have been filmed in 2021 on the Marden near the confluence of the Marden and Avon rivers and noted in a survey conducted by Avellana Ecology, an ecological consultancy. If otters could be affected by a development proposal then any impacts on protected species must be considered prior to the determination of planning applications. All suitable habitat within 200m of the proposed works should be surveyed.	**Text box to be amended** Otters and the River Marden Otters are listed as rare and most threatened species under Section 41 of the Natural Environment and Rural Communities Act (2006). Breeding otters have been filmed in 2021 on the Marden near the confluence of the Marden and Avon rivers and noted in a survey conducted by Avellana Ecology, an ecological consultancy. If any protected species (which includes otters) could be affected by a development proposal then any impacts on the protected species must be considered prior to the determination of planning applications. All suitable habitat within 200m of the proposed works should be surveyed.
Built Environment	
Para 5.1.3 add text on public art project	**Para 5.1.3** The update to the Plan aims to tackle the component parts of these issues to ensure that the unique character of the Plan area is enhanced and not further eroded. In recognition of the value to the community's health and wellbeing public art can achieve, a project to consider future public art projects is included at part 10.4 of the Plan.
Para 5.2 add Public Art	**Para 5.2.1**

	Third bullet point Protecting the many fine examples of public art in the area and encouraging the creation of more to support place shaping and create vibrant places that benefit the local community.
Page 50 Info Box on Design Codes and Guidelines What are Design Guidelines and Codes? The Government's Planning Policy Guidance defines design codes as: '… a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should be proportionate and build upon a design vision, such as a masterplan or other design and development framework for a site or area… They can be …appended to a Neighbourhood Plan…'. By establishing a set of design principles that reflect the local character of the CCNP area we can be clear on how any design proposal within the area can reinforce the good and locally distinctive qualities of design in the area with a consistent and high-quality standard of design. The Design Guidelines & Codes will be a valuable tool in securing high-quality	**What are Design Guidelines and Codes?** The Government's Planning Policy Guidance defines design codes as: '… a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should be proportionate and build upon a design vision, such as a masterplan or other design and development framework for a site or area… They can be …appended to a Neighbourhood Plan…'. By establishing a set of design principles that reflect the local character of the CCNP area we can be clear on how any design proposal within the area can reinforce the good and locally distinctive qualities of design in the area with a consistent and high-quality standard of design. The Design Guidelines & Codes are a valuable tool in securing high-quality development that addresses its environment. The document can be found online https://www.calnecommunityplan.com/. It will give more certainty to both developers and the community that developments are designed to match our aspirations

development that addresses its environment. The document can be found online https://www.calnecommunityplan.com/. It will give more certainty to both developers and the community that developments are designed to match our aspirations	
Figure 7 page 64	Scheduled Ancient Monument on Figure 7 to be corrected.
Para 5.4.12 Non-designated heritage assets are locally-identified 'buildings, monuments, sites, places, areas or landscapes identified as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets'	**Para 5.4.12** Non-designated heritage assets are locally-identified 'buildings, monuments, sites, places, earthwork remains, areas or landscapes identified as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets'
Page 67 Table Change number 28 Theobalds Green to 24	Table on page 67 24 Theobalds Green
Page 65 New para 5.4.15	**5.4.15** The regulation 14 consultation produced some additional suggestions for non designated heritage assets including a number of archaeological sites and the transport heritage within the Plan area. To give these proper consideration and consultation and to allow work on future suggestions to be carried out regular reviews of the list are proposed at 10.4.
Community Facilities	
Para 6.2 key Issues	**Para 6.2 key issues**

Key issues and priorities • Provision and retention of community facilities and infrastructure is not keeping pace with development • Prioritise the protection of viable community facilities from closure • Seek investment for additional facilities to meet the needs of a growing community • Provide a schedule of prioritised new community facilities and infrastructure needs to inform investment from developers and Wiltshire Council • Ensure future housing development is balanced with the simultaneous provision of community facilities and contributions towards infrastructure improvements	Key issues and priorities • Provision and retention of community facilities and infrastructure is not keeping pace with development • Prioritise the protection of viable community facilities from closure • Seek investment for additional facilities to meet the needs of a growing community • Provide a schedule of prioritised new community facilities and infrastructure needs to inform investment from developers and Wiltshire Council • Ensure future housing development is balanced with the simultaneous provision of community facilities and contributions towards infrastructure improvements • Seek investment to increase facilities to meet the needs of those living with disabilities.
Additional Para 6.3.14	**Para 6.3.14** The organisation and provision of primary health care services is detailed in the Community Facilities Report (Evidence Base Document 10). Health service provision in Calne has not kept up with its population growth as evidenced the community's responses to consultation. Higher tier health care facilities outside Calne are not accessible by direct public transport services.

	Plans which involve the loss of existing NHS facilities will be supported only where they result in a wider range and/or greater capacity of accessible services within the Plan Area either through new sites or redevelopment of existing ones.
Para 6.5.3 The Town and Parish Councils will give support to appropriate proposals that meet evidenced needs. They will work together within a community led process, in dialogue with local churches and humanist organisations, land owners and Wiltshire Council to agree and support the creation of new land for burials that provides an inclusive, dignified and beautiful location for local people to be laid to rest.	**Add to para 6.5.3** The Town and Parish Councils will give support to appropriate proposals that meet evidenced needs. They will work together within a community led process, in dialogue with local churches and humanist organisations, land owners and Wiltshire Council to agree and support the creation of new land for burials that provides an inclusive, dignified and beautiful location for local people to be laid to rest. The use of modern long barrows for Columbarium similar to that at All Cannings in Wiltshire will also be considered.
Getting Around	
Getting around key issues page 76 add new issue	**Add new issue page 76** Improving road safety by restricting HGV's to appropriate roads designed to accommodate their size and weight. E.g. potential weight restrictions through Studley and Blackland Hollow
Para 7.3.11 add text to refer to the Air Quality Action Plan for Wiltshire 2024 - 2029	**Add text to 7.3.11** In 2020, data from air pollution monitors in the Neighbourhood Area showed that the level of pollutants within the Air Quality Management Area has fallen significantly. Of the three sites monitored for Nitrogen Dioxide in Calne (34 New Road, 30 London Road, and 57 Curzon Street), London Road and Curzon Street were significantly below the unacceptable threshold (both at approx. 20 µg/m3 versus an annual mean threshold of 40 µg/m3. 34 New Road was slightly over threshold at just over 40 µg/m3.

	Air Quality Action Plan for Wiltshire April 2024- 2029 published April 2024 sets out possible measures to reduce levels of nitrogen dioxide.
Page 84 Figure 10	**New Figure 10** Figure 10. Rename Active travel network – opportunities Add new text to go with the map This map shows some of the potential cycling links and where certain footpath links could make a significant difference (as identified locally). Before final publication of the plan the Calne LCWIP is likely to be published and will be included instead of this map - or an updated version of this map.
Page 85 Figure 11 Bus times need correction	**Revised Figure 11** 43 Calne to Heddington Three a day Mon - Fri and two on Saturday. No evening service.
<td colspan="2" align="center">**Working and Shopping**</td>
Figure 13 to be updated when Hills provide map.	**Update Figure 13** and in Topic Paper.
Para 8.4.4 Some larger diversification schemes can be very controversial, including the recent proposed solar farm at Forest Gate. Where planning consent is needed, care must be taken to ensure that any diversification development proposal is sustainable and compatible with the existing farming business and would not have a harmful impact on the environment or landscape including in terms of light, noise and smells, or generate unacceptable traffic. In addition, the uses must not compete with or threaten the viability of Calne Town Centre or shops in our villages or local neighbourhoods.	**Revised para 8.4.4** ~~Some larger diversification schemes can be very controversial, including the recent proposed solar farm at Forest Gate.~~ Where planning consent is needed, care must be taken to ensure that any diversification development proposal is sustainable and compatible with the existing farming business and would not have a harmful impact on the environment or landscape including in terms of light, noise and smells, or generate unacceptable traffic. In addition, the uses must not compete with or threaten the viability of Calne Town Centre or shops in our villages or local neighbourhoods.

Housing and Infrastructure	
9.2 fourth bullet point There is a significant proportion of households with a need for affordable discounted housing. The housing needs assessment suggests that needs will be met if development secures the right balance of affordable housing as a 40% proportion of market housing development.	**9.2 fourth bullet point** There is a significant proportion of households with a need for affordable discounted housing. The housing needs assessment suggests that needs will be met if development secures the right balance of affordable housing as a ~~40%~~ proportion of market housing development in accordance with adopted strategic policy.
Para 9.3.1 Wiltshire's Strategic Plan Policies classify settlement roles and it defines and reviews their boundaries. This includes Calne, Studley and Derry Hill and the small villages of Calne Without. (See figures 15 and 16)	**Para 9.3.1** Wiltshire's ~~Strategic~~ Development Plan Policies classify settlement roles and it defines and reviews their boundaries. This includes Calne, and the large village of Studley and Derry Hill ~~and the small villages of Calne Without~~. (See figures 15 and 16).
Para 9.3.2 It supports the principle of sustainable windfall development within the existing settlement boundaries,but applies strict controls on development in the countryside beyond, where land is not allocated for development.	**Para 9.3.2** It supports the principle of sustainable windfall development within the existing settlement boundaries, but applies strict controls on development in the countryside beyond. ~~where land is not allocated for development.~~
Figure 15 title INSET Studley Derry Hill Settlement Boundary	**Figure 15** INSET ~~Studley~~ Derry Hill and Studley Settlement Boundary
Figure 16 title Wiltshire Local Plan Defined Settlement Boundaries	**Figure 16** Wiltshire Development Plan Defined Calne Settlement Boundary
Para 9.4.1 The Wiltshire Core Strategy (2006- 2026) allocated 1,400 dwellings to be delivered within the CCNP area. This target was met and is now exceeded. Housing growth included completion of housing allocated in the first Calne Community Neighbourhood Plan, land North of Low Lane in Calne.	**Para 9.4.1** The Wiltshire Core Strategy (2006- 2026) includes a housing requirement for Calne of 1,400 dwellings and 165 dwellings to be delivered within the rest of the Calne Community Area. This target was met and is now exceeded. Housing growth included completion of housing allocated in the first Calne Community Neighbourhood Plan, land North of Low Lane in Calne.

Para 9.4.3 In recent years the Calne has been subjected to speculative housing development, exploiting opportunities to secure permission on un-allocated sites including at Oxford Road, Abberd Lane and Prince Charles Drive	**Para 9.4.3** In recent years the Calne area has been subjected to speculative housing development, exploiting opportunities to secure permission on un-allocated sites including at Oxford Road, Abberd Lane and Prince Charles Drive.
Para 9.4.5 correct text	**9.4.5** The Wiltshire Local Plan is now planning for growth for the period until 2038. A draft of the Plan was published for consultation during the Autumn of 20232. Taking account of housing developments recently completed or permitted, Wiltshire Local Plan (2016-2038) has set a target of a further 630 homes to be planned for up to 2038 at Calne. It proposes to allocate land north of Spitfire Road ~~(fig X)~~ to accommodate about 570 dwellings, children's nursery and convenience shop and open space. It also proposes the allocation of about 2.7 hectares of land for ~~offices and~~ employment on a neighbouring site.
Info box affordable housing Affordable Housing Housing may be provided through open market homes to buy or rent and affordable (social) homes. Affordable Housing includes subsidised rented housing, normally provided by housing associations to eligible households in acute need who cannot afford open market housing. It also includes intermediate shared ownership, rent to buy and First Homes discounted market housing which are designed to make it possible to own a home. House prices, rental costs and local household incomes determine the need for discounted affordable housing.	Affordable Housing (add footnote marker) Housing may be provided through open market homes to buy or rent and affordable (social) homes. Affordable Housing includes subsidised rented housing, normally provided by housing associations to eligible households in acute need who cannot afford open market housing. It also includes intermediate shared ownership, rent to buy and First Homes discounted market housing which are designed to make it possible to own a home. House prices, rental costs and local household incomes determine the need for discounted affordable housing. add footnote

	For full legal definition see NPPF December 2023 Glossary
9.5.5 The Draft Wiltshire Local Plan Policy 76 will require 40% of all new housing to be affordable. But even this increase from the Core Strategy requirement of 30%, will not fully meet the assessed estimated need for 622-1,252 affordable homes including about 454 affordable rented units, in the Calne Neighbourhood Plan Area over the Plan period. It is therefore essential the CCNP supports and explores all other avenues for delivering greater quantities of Affordable Housing, such as rural exception sites which deliver 100% affordable homes on small sites (a maximum of 20 homes or less in very small rural settlements) and community led housing schemes.	**Revised 9.5.5** The emerging Wiltshire Local Plan Policy 76 seeks 40% of all new housing to be affordable. But even this increase from the Core Strategy requirement of 30%, will not fully meet the assessed estimated need for 622-1,252 affordable homes including about 454 affordable rented units, in the Calne Neighbourhood Plan Area over the Plan period. It is therefore essential the CCNP supports and explores all other avenues for delivering greater quantities of Affordable Housing, ~~such as~~ which could include rural exception sites which deliver 100% affordable homes on small sites ~~(a maximum of 20 homes or less in very small rural settlements)~~ and community led housing schemes.
9.7.3 'Community development' must be delivered by an appropriately established community development organisation such as a community land trust.	Add to para 9.7.3 'Community development' must be delivered by an appropriately established community development organisation such as a community land trust or registered provider.
Using the Plan	
Para 10.4 New project for Public Art	Community art projects have the opportunity to bring together different sections of the community and create places which benefit the health and wellbeing of everyone. To guide the use of contributions from development the Town and Parish Council will work to establish the aspirations of their communities for future public art in the area.
Para 10.4 new project for LGS	The submission Neighbourhood Plan includes a proposed list of 28 Local Green Spaces for designation. During the Regulation 14 Consultation a further potential Local Green Space was identified in Lower Compton (End of Edinburgh Road), but additional work is

	needed before this can be proposed for designation. This work will be done by the Town and Parish Council (and its successors), along with the investigation of other potential Local Green Spaces as they are put forward by the community.
Para 10.4 New project to add to list of heritage assets	The submission Neighbourhood Plan has identified an initial list of non-designated local heritage assets. In compiling this list and through the Regulation 14 consultation in early 2024 potential additions to the list have been identified. To give these proper consideration and carryout consultation with owners and the community, the Town and Parish Council (and its successors) will review and update the list on a regular basis. Initially the project shall include those potential assets listed in the Heritage Topic Paper April 2024.
Para 10.4 Addition to project about burial sites The Town and Parish Councils will work together within a community led process, in dialogue with local churches and humanist organisations, land owners and Wiltshire Council towards establishing an agreed location of new land for burials that provides an inclusive, dignified and beautiful location for local people to be laid to rest.	The Town and Parish Councils will work together within a community led process, in dialogue with local churches and humanist organisations, land owners and Wiltshire Council towards establishing an agreed location of new land for burials that provides an inclusive, dignified and beautiful location for local people to be laid to rest. The use of modern long barrows for Columbarium similar to that at All Cannings in Wiltshire will also be considered.
10.5 Glossary Add definition of Active transportation	Active transportation is human-powered mobility, such as biking or walking.
Design Code and Guidelines	
Design Code and Guidelines	Update: • Front cover, • Map which show scheduled Ancient Monuments • Photograph of Cherhill View • Other small text amendments.

Topic Papers	
Climate Change and Sustainability Topic Paper	Update to: • Include feedback from Regulation 14 • Reflect changes to National Guidance.
Local Green Spaces Report	Update map Add information from regulation 14 consultation.
Biodiversity Topic Paper	Update text relating to River corridor buffers.
Heritage Topic Paper	New text added to update following feedback from Regulation 14 and list of potential heritage assets to be considered.
Community Facilities Report Add info about NHS	Addition to Community Facilities Topic paper The Regulation 14 consultation evidenced the Community's concern about the health service provision in the Calne Area. Primary care is provided by 2 GP practices. Planning permission has been granted for a new health centre (Reference: 20/01057/FUL) on Silver Street in Calne to replace the current Patford Street GP surgery. A start has been made on site to secure the planning permission but there is currently no timescale for completion of the facility. Calne as the 4th biggest town in Wiltshire does not have the provision that the three larger towns have such as minor injuries units and is also lacking in health facilities compared to smaller Devizes which has Devizes Health centre which provides a number of outpatient services alongside primary health care. Access to higher tier health facilities is difficult with none being accessible by direct public transport links. An NHS owned health facility at Broken Cross currently provides access to adult and children's community health services. The

site being close to the town centre is easily accessible by public transport and active travel.

Response to the Regulation 14 Consultation from the NHS Property Services has provided useful information about the organisation and provision of primary health care facilities.

NHS Bath and North East Somerset, Swindon and Wiltshire ICB
The NHS BSW ICB covers a large and varied geographical area that includes the densely populated and growing town of Swindon to the north, the historic city of Bath, Salisbury plains to the south, and the rolling Mendip Hills to the west. The ICB commissions (plans, designs, and purchases) many of the health services that the local population use, including medicines, hospital care, urgent and emergency services, mental health care, GP services, community pharmacy, dentistry, general ophthalmology (eye care services), and various community services.
To ensure that our health and care services meet the healthcare needs of the population living across BSW, we have three localities, each represented by place-based partnerships called Integrated Care Alliances (ICAs). Each ICA is made up of local doctors, hospital chief executives, clinical commissioners, council officers, patient and voluntary and social enterprise sector groups who lead the detailed design and delivery of integrated services across their localities and neighbourhoods. The ICB and its partners are therefore well placed to identify the implications of the Local Plan on healthcare infrastructure and services in the local area.

NHS Property Services
NHS Property Services (NHSPS) manages, maintains and improves NHS properties and facilities, working in partnership with NHS organisations to create safe, efficient, sustainable and modern

	healthcare environments. We partner with local NHS Integrated Care Boards (ICBs) and wider NHS organisations to help them plan and manage their estates to unlock greater value and ensure every patient can get the care they need in the right place and space for them.

The NHS Property Service states that "All NHS land disposals must follow a rigorous process to ensure that levels of healthcare service provision in the locality of disposals are maintained or enhanced, and proceeds from land sales are re-invested in the provision of healthcare services locally and nationally. The decision about whether a property is surplus to NHS requirements is made by local health commissioners and NHS England. Sites can only be disposed of once the operational health requirement has ceased."

The Steering Group acknowledge the need for flexibility for the NHS in its provision for new and improved healthcare facilities and the process through which decision must be made. New or improved facilities should be either located so as to be easily accessible by regular direct public transport routes to reduce the need for travel.
Policy CF1 part 1 will be easily satisfied for NHS property if the services are to be improved in a redeveloped or new facility within the plan area. |
| Getting Around Topic Paper | Add refrence to Air Quality Action Plan for Wiltshire 2024-2029 |
| Getting Around Topic Paper
Add evidence of walking distances to public transport from Vaughan's email.
Ioan's email extract added (How far do people walk) | **Manual for Streets** (DCLG and DfT 2007)
 How far do people walk?
Gareth Wakenshaw BSc (Hons), PGDip, MCIHT WYG Group
Dr Nick Bunn BSc (Hons), MSc, PhD, MCIHT, CMILT WYG Group
Presented at the PTRC Transport Practitioners' Meeting London, July 2015
"To compete with car travel, bus services need to be convenient for passengers. Convenience is a poorly defined term (OECD/ ITF, 2014) comprising several aspects, only one of which is the access distance to the |

bus stop. From Transport Statistics GB (DfT, 2014), 86% of homes are shown to be within 588m of a bus stop and yet bus patronage is 7% nationally."

Although Manual for Streets (MfS) does not reference the 400m (5 minutes') walk isochrone, it is useful in justifying policies aimed at achieving walkable neighbourhoods, such as the proposed policy you mentioned. Although MfS sets out national technical guidance from a previous administration, it is still a key reference document in transport planning. It therefore carries significant weight as a material consideration.

> *"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."* (Par 4.4.1, page 45)

Building Sustainable Transport into New Developments: A Menu of Options for Growth Points and Eco-towns (DfT, 2008)

Again, national policy guidance from a previous administration. This document carries less weight though, as Growth Points and Eco-towns went the way of the dinosaurs and the dodos.

"Traditional compact town layouts. Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight

lines and appropriate lighting) as well as landscaping factors (indigenous planting, **Planning for Walking** (CIHT 2015)

The Chartered Institution of Highways and Transportation (CIHT) is a respected and competent body within the national discussion, and their guidelines on planning for walking therefore carry some weight as a material consideration.

> *"The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point..."* (6.4 Pedestrian catchments, page 30)
> *habitat creation) in their design."* (Street design, page 8)

Buses in Urban Developments (CIHT 2018)

Also worth noting this advice from the CIHT.

> *"In planning new developments, a balance must be struck between providing very short walks to stops and providing fast, direct services. The time involved in reaching a bus stop (and hence the catchment size) is not a stand-alone consideration. For example, closer spacing of bus stops along a route will result in shorter walk times to bus stops but will lengthen the time taken by the bus to complete the route. As Bus Services and New Residential Developments (Stagecoach, 2017) advises, there will be circumstances where achieving a 400-metre walking catchment 'results in an inefficient and contrived layout, greatly undermining the potential effectiveness of the proposed bus route. Stagecoach will always prefer an efficient bus routing strategy, serving the great majority of dwellings well, than one that serves all homes poorly with a low-frequency or indirect service. Thus we support policy approaches offering some degree of flexibility on walking*

	distances to bus stops where this is appropriate'. (A.4.4 Spacing of bus routes and stops, page 14) **Guide 13: Sustainable Transport** (TCPA 2020) Again, the Town and Country Planning Association (TCPA) is a respected and competent body within the national discussion, and their guides carry some weight as a material consideration, albeit primarily aimed at Garden Cities. *"A Garden City's design must enable at least 50% of trips originating in the Garden City to be made by non-car means, with a goal to increase this over time to at least 60%; and the latest best practice in street and transport design should be used as a minimum standard. Public transport nodes and neighbourhood facilities should be a short walk (no more than 10 minutes) away from every home. Homes should be within 800 metres of schools for children under the age of 11."* (Box 3 Garden City standards for transport, page 11)
Working and Shopping Topic Paper	Map of employment and tourism locations to be updated to correct the area shown for Hills.