

Christine Stratford

20th November 2023

31 St Andrews Close
Wroughton
Wilts
SN4 9DN

For the attention of Mr Tresise

Dear Mr Tresise

PL/2023/09142

Application on land south of the B4005 adjacent to M4 Junction 16 for Service Station with parking spaces for 241 cars, 63 HGV's, some coach and caravan spaces, amenity building, fuel filling stations, new access from the B4005, landscaping infrastructure and ancillary works.

I wish to strongly object to the above planning application and draw attention to the reasons why my husband was killed on the B4005. Which is why I was invited to the meeting by Linda Pryde. **At this meeting was our MP Sir Robert Buckland KC KBE, former leader of SBC councillor David Renard, deputy leader Gary Sumner and our Ward Councillors.** I had previously provided the evidence of my husband's fatal accident on the Brimble Hill/Marlborough Road section of the B4005.

Having finally obtained the evidence from the Police Decision Makers Report, into my husband Brian's death, in 2002 and seeing that it was attributed to the narrowness of the road. (source Police Report). Taking a direct quote from the report "He had just rounded a bend and was faced with the rear of a stationary agriculture vehicle, which was waiting behind a stationary HGV, to allow another HGV to pass in the opposite direction". My level of concerns caused me to raise the issue publicly on social media. Other people informed included Bristol Planning authority. **As the information regarding my husband's death was suppressed at the time leaving me unaware of the details of his fatal accident. Obviously I am now raising the issue in to planning and possible increase of HGVs in this area.**

The proposed feeder road will add to the volume of existing traffic coming from numerous directions onto this dangerous road.

It is NOT coincidental that my husband Brian Stratford's accident occurred "when numerous HGV's and a learner driver were on the road at the time". The significant of the learner driver was not explained.

Former Ward Councillor Cathy Martyn sent the diagram to me in 2020 which showed the accident was on the wrong side of the road facing in the wrong direction. However, the Police Reports that they have "no records indicating that Wilshire Police supplied the map shown to you to the Council". The report continues that "map/diagram may therefore not have originated from the Police". I am prepared to provide the original paperwork.

Obviously from my husband's death the road is not wide enough and as a local resident I have seen many times large vehicles mounting the pavement. I was horrified to see that the B4005 was under consideration as a feeder road.

SBC has finally recognised the need for safety measures this point was reiterated by Bristol Planning Inspector. Requested safety measures are for the **weight restrictions** because of the **damage to properties** and there **proximity to the road**. The width restrictions is requested for obvious reasons, the **length of them prohibits them to negate the bends safely**. Although **no restrictions have been implemented** at this point by SBC. Despite at the meeting all in attendance agreed to Linda Pryde's requests. The safety issue needs to be addressed by the applicant addressing the possibility of a new road.

The idea of more large vehicles, caravans, lorries, exceptionally large farm vehicles will add to the congestion and proven hazards of the road.

Naturally I attended the Earthline hearing out of concern for a previous application that intended to use Brimble Hill/Marlborough Road. Sir Robert Buckland resident of Wanshot Close, off of Brimble Hill publicly stated he had also seen vehicles mount the pavement.

Since my husband's death, the only change has been the build out in Marlborough Road, making the roads more congested at peak times. Both of the above roads still have an issue with speeding despite the new build out.

It should be noted that Brimble Hill was included in the recommendations by the Bristol Planning Inspector. Yet, nothing has been done which also needs to be addressed by the developers on safety and congestion grounds..

Official recorded information two deaths and one life changing injuries have occurred on Brimble Hill.

As a local resident I have also experienced at the Pitchens and Greens Lane junction difficulty to know which way to enter or exit either turnings. Obviously with the increased volume of all traffic types this, has increased the likelihood of accidents. The lack of maintenance of overhanging vegetation severely limits visibility still applies today.

Having driven down Wharf Road on many occasions there has been congestions behind the school bus. Which has to park on the busy main road.

When driving along Wharf Road to the busy garden centre I have seen many near missed turning right out of the car park due to the volume of traffic going to junction 16 roundabout. Further along by Hay Lane it is a well known accident black spot and warning signs are in place. There is no other safety measure in place for example chicanes.

Other factors to be taken into account but equally serious are the following.

The service station would be too close to residences, and the unfinished Wichelstowe development which is only at stage 2 and built on a large flood plain.

The Bristol Planning Inspector desire to develop Wroughton airfield which has accesses on both sides of the village naturally will increase traffic. Either travelling up and down the high street, or to Devizes. Which the service station will impede and cause more congestion in that particular area. Alexander Park to the north of the village will also have increase traffic from the airfield development when attempting to come into the village of Wroughton. The same could be said for the village of Chiseldon.

It seems more logical to build **toilets and shower blocks at Blagrove** especially as **truck drivers already know the area extremely well**. It appears to be a speculative adventure rather than upgrading Membury or Leigh Delamere service stations. Obviously the upgrade would not bring congestion or compromise safety of the villagers.

I am suspicious as to why this application has been made at this time, before the submission of the neighbourhood plan.

For future development to take place and safety of drivers and non motorised road users. A new road must be considered.

Thank you for your time and attention

Christine Stratford (Widow)

