

MINUTES

Meeting: WESTBURY AREA BOARD
Place: The Laverton, Bratton Road, Westbury, BA13 3EN
Date: 19 April 2012
Start Time: 7.00pm
Finish Time: 9.25pm

Please direct any enquiries on these minutes to: Marie Gondlach (Democratic Services Officer), Tel: 01225 713 597 or (e-mail) marie.gondlach@wiltshire.gov.uk

Papers available on the Council's website at www.wiltshire.gov.uk

In Attendance:

Wiltshire Councillors

Cllr David Jenkins, Cllr Julie Swabey (Chairman), Cllr Russell Hawker and Cllr Michael Cuthbert-Murray (Vice-Chair)

Jane Scott OBE (Leader Wiltshire Council)

Wiltshire Council Officers

Sally Hendry, Westbury Community Area Manager
Julia Cramp, Service Director for Commissioning and Performance
Anna Thurman, Democratic Services Officer
Alan Creedy, Head of Service - Sustainable Transport
Andy Conn, Head of Waste Management

Town and Parish Councillors

Westbury Town Council – C Mitchell, S Ezra, B Braid, F Morland, S Andrews, G King
Dilton Marsh Parish Council – F Morland
Edington Parish Council – ME Jones
Heywood Parish Council – K Youngs

Partners

Wiltshire Police – Inspector Lindsey Winter
BA13+ Community Area Partnership – Rev J Burke

Total in attendance 91

<u>Agenda Item No.</u>	<u>Summary of Issues Discussed and Decision</u>
1	<u>Welcome and Introductions</u> The Chairman welcomed everyone to the meeting of the Westbury Area Board.
2	<u>Apologies for Absence</u> Apologies for absence were received from Kerry Eatwell and Tara Huntley.
3	<u>Declarations of Interest</u> There were no declarations of interest.
4	<u>Minutes</u> Decision The minutes of the previous meeting were agreed as a correct record and signed by the Chairman.
5	<u>Chairman's Announcements</u>
	<u>Air Quality Action Plan for Wiltshire</u> The air quality action plan needs updating the Community Area Manager in conjunction with the Community Area Partnership would take this forward.
6	<u>To Receive a Petition Supporting the Reinstatement of free 1 Hour Car Parking from Westbury Town Council and Westbury Chamber of Commerce</u> Cllr Bill Braid and Cllr David Jenkins presented Jane Scott, Leader of Wiltshire Council with the Westbury Car parking petition which was organised jointly by Westbury Town Council and Westbury Chamber of Commerce. The Leader explained that she would organise a meeting with lead officers, Westbury Town Council and the Chamber of Commerce.
7	<u>Partner Updates</u> All partner updates were contained within the agenda (pages 11 to 29 refer).
8	<u>Update from Jane Scott</u> Jane Scott, Leader of Wiltshire Council updated the board on the 'big issues' the Council were dealing with. Health She explained that the Health and Social Care Bill had become an Act and that

	<p>this would be ‘big business’ for the Council. The Council was already engaged in establishing the Health and Wellbeing Boards (HWBs) a key element of the NHS reforms. The Health and Wellbeing Board will be responsible for providing strategic leadership in promoting integrated working between the local authority, the NHS, and Public Health. It will be the focal point for high-level decision making about the health and wellbeing needs of the local community, and will set the direction and priorities for local commissioning arrangements.</p> <p>Policing Elections of Police and Crime Commissioners (PCCs) in England and Wales would be direct elections in each police area of England and Wales.</p> <p>Police and Crime Panel would be formal joint committees of the councils within the force area so for Wiltshire the panel will be a joint committee of Swindon and Wiltshire Councils. Work is underway between the two councils and the police authority so that the shadow panel can be in place by the Summer 2012 in plenty of time for when the PCC is elected in November 2012.</p> <p>Local Enterprise Partnership The Swindon and Wiltshire LEP have been allocated further funding to help with economic development and infrastructure.</p> <p>Budget The budget has been approved by Council and frontline services are stable. She also announced that there would be free swimming for children (under 16’s) during the holidays.</p> <p>The Chairman welcomed questions.</p> <p>Would the Health and Wellbeing board be a panel of elected members? Jane Scott explained that board would be a mix of elected members, health care professionals and Health watch and would take a strategic role. She also explained that money in the Primary Care Trust would be transferred to the Council and that opportunity would arise here to make efficiencies.</p> <p>What was happening with the Core Strategy? After Council in February, the Wiltshire Core Strategy pre-submission document was published for consultation for a six week period and ended in April 2012, hoping for approval around June, but a date is not known.</p> <p>The Chairman thanked Jane Scott for her update to the Area Board.</p>
9	<p><u>A350 Bypass Motion</u></p> <p>Cllr Hawker thanked Jane Scott, Leader of Wiltshire Council and Cllr Fleur de Rhe-Philippe for the hard work that was undertaken with the A350 Westbury Bypass up to and including 2009.</p>

He went on to explain that the motion had been amended to reflect the current work that was being undertaken by Wiltshire Council in light of the Department of Transport proposing the setting up of new “Local Transport Bodies”, based on Local Enterprise Partnership (LEP) geography.

Cllr Hawker outlined the key points he felt supported the motion;

- There is heavy traffic on the A350
- Traffic is expected to increase
- Core Strategy supports the expansion of towns and as a direct consequence this will increase traffic
- B&NES are proposing to implement an experimental weight restriction in Bath between the A36 Bathwick Street and the A36 Beckford Road (commonly known as the Cleveland Bridge restriction). This restriction will effectively prevent a significant proportion of large HGVs (those over 18 tonnes) from travelling through Bath along the A36 and will be impact on the A350 in Westbury.
- Seasonal heavy traffic due to routes to the Southwest
- The A350 is a key economic transport route
- Congestion is a blight on the town

The Chairman then took comments from those present. A number of statements had been received prior the meeting. Points made at the meeting were;

- The resolution, as it stands, is wide open for another attempt at an eastern bypass. Can we therefore have the resolution changed to say an eastern bypass will not be attempted again?
- Is there really a need for a bypass?
- The Board has previously supported a Motion for an AONB
- After a very thorough investigation the Eastern route was not supported it would appear outrageous to start discussion again.
- To withdraw the motion.

Cllr Jenkins raised a number of points, and acknowledged that this was an emotive subject:

- Funding of a bypass is an issue
- A bypass is key to economic regeneration
- It will have an effect on employment
- Improve travel times
- The A350 through the town does get very congested at times
- Traffic will increase by 44% between 2010 and 2035
- The enquiry cost £4M and that this was money that did not go anywhere.

Jane Scott explained that at the enquiry the Inspectors had detailed that the

usage of the road was not exceptional for a primary route, that the cost and the environmental impact outweighed need and also the Inspectors did not see a strong economic benefit. She explained that she thought that in the current economic climate Government would be looking at schemes that dealt with the economy. She went on to make clear that the Westbury Community needs to have a conversation about what should be done before the harder work is taken on by the Council.

The Chairman explained that her major concerns were financial and that the Council had started to consider over 50 potential major transport schemes ranging in cost from £1m up to +£30m such as Westbury bypass. Each of the schemes would initially be evaluated using a recognised Department of Transport appraisal tool and then prioritised for discussion with the Local Enterprise Partnership. She proposed that the motion should be deferred but this was not supported by the rest of the Area Board membership.

Cllr Cuthbert-Murray supported the motion, emphasising that he did not support either the Eastern or Western route, but that a discussion did need to happen.

Alan Creedy Head of Service Sustainable Transport explained that work regarding the issues surrounding Yarnbrook was ongoing. Growth on that side of Trowbridge was developing and access would be required to the new development. However the developer would be paying for this.

The Chairman asked Cllr Hawker to sum up, his main points were;

- It was the councillors' role to work towards improving Westbury;
- Analysis needs to be done to determine a route – this may take many years;
- Everybody is aware that there is no money at present for a project such as this but that is not a reason not to be starting the discussion.

Decision

Westbury Area Board supports the motion that,

Westbury needs an A350 bypass as soon as possible, not least because heavy traffic flows along the A350 are expected to continue to grow for a wide range of reasons. Westbury Area Board calls on Wiltshire Council's cabinet, Wiltshire Strategic Economic Partnership and all other relevant stakeholders, as soon as reasonably possible, to restart substantive discussions and relevant technical work to:

a) identify an appropriate and practical route that will obtain planning permission under the new national and local planning regime currently being introduced, and;

b) set out a vision and practical timescale for the implementation of an A350 Westbury Bypass that will both remove long distance traffic from the

	<p>town and help to improve journey times along the local A350 corridor taking into account the likely timing and potential sources of funding including possible developer contributions from development schemes that would benefit from better A350 north-south connectivity.</p>
10	<p><u>Police Update</u></p> <p>Inspector Lindsey Winter updated the board. She was pleased to announce that statistics showed that the Police were performing slightly better than this time last year.</p> <p>She encouraged people to attend the Neighbourhood Policing Team meetings that were held regularly in various halls around the community. It is an opportunity to ask questions and have your say!</p> <p>Lindsey agreed to bring back to the board an update on the Restorative Justice process that she, other agencies and partnerships had been engaged with.</p> <p>Are there common themes with Anti Social Behaviour and are the vulnerable being supported? Lindsey explained that there was a robust procedure in place, and work is continually ongoing. She also explained that HMIC had assessed them in April and recommendations have been made. Her team looks at trends and patterns and acts upon them robustly.</p> <p>It was noted that people had seen a reduction in ASB throughout the Market Place.</p>
11	<p><u>Wiltshire Fire and Rescue Service Proposals</u></p> <p>Unfortunately due to unforeseen circumstances Scott Taylor was unable to attend the meeting.</p>
12	<p><u>Changes to Recycling</u></p> <p>The Chairman introduced Andy Conn, Head of Waste Management.</p> <p>About 242,000 tonnes of waste is produced a year, 41% is recycled or composted. Roughly 20% is converted into energy this will increase to 30% with the Mechanical Biological Treatment. 37.5% of waste goes to Landfill. Over 1,900t of black box materials are recycled a month.</p> <p>The new plastic bottle and cardboard recycling services was delivered in Autumn 2011. In Wiltshire collection is approximately 700 tonnes of plastic bottles and cardboard a month. 220 tonnes is collected in the West. This service now includes shredded and brown paper.</p>

	<p>During recent summers household recycling centres have been open until open until 7pm on Wednesday and Thursday evenings. As all residents have a new kerbside service to collect garden waste at no extra charge, it is proposed that household recycling centres will go back to normal summer opening every day until 5pm.</p> <p>The consultation could be accessed on the Wiltshire Council website until 28 May 2012.</p> <p>Questions raised were;</p> <p>Why is it only plastic bottles that are allowed in the recycling bins? Andy explained that is was to do with the quality of the plastic. Good quality plastic bottles per tonne £220, mixed plastic £20 per tonne. He explained that the issue here was quality.</p> <p>Wouldn't it be better to open later in the morning and keep the household recycling centres open in the evening, this may lessen the potential to fly tip. There is always a risk of fly tipping, but Wiltshire have better options than other local authorities.</p> <p>Will the lorries using the MBT use the A350? Andy explained that all lorries will be those belonging to the Council, therefore they will dictate and enforce the route they will take which will be through the industrial estate. There will be no increase in traffic.</p>						
13	<p><u>Community Area Partnership/Westbury Forward</u></p> <p>The BA13+Community Area Partnership have compiled the Community Area Plan in consultation and with research in the Westbury area as well as meetings with relevant groups and individuals to identify priorities. The Westbury Forward event in January identified top priorities for action. The next stage will involve identifying partners to help deliver desired outcomes and a methodology to measure progress against targets.</p>						
14	<p><u>Community Operations Board Membership</u></p> <p><u>Westbury Community Operations Board Membership</u></p> <table border="1" data-bbox="336 1684 1444 1928"> <thead> <tr> <th data-bbox="336 1684 644 1825">Representation from:</th> <th data-bbox="644 1684 1043 1825">Member</th> <th data-bbox="1043 1684 1444 1825">Deputy (if applicable)</th> </tr> </thead> <tbody> <tr> <td data-bbox="336 1825 644 1928">Area Board</td> <td data-bbox="644 1825 1043 1928">Cllr Russell Hawker</td> <td data-bbox="1043 1825 1444 1928">Cllr David Jenkins</td> </tr> </tbody> </table>	Representation from:	Member	Deputy (if applicable)	Area Board	Cllr Russell Hawker	Cllr David Jenkins
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15	<p><u>Issues Updates</u></p> <p>Sally Hendry Community Area Manager reminded those present that issues could be raised through her, local councillor or on-line.</p> <p>Concern had been raised by a number of people regarding the number of lorries using the Bratton Road (B3098) and then the bridleway to access the White Horse Country Park. A solution has been worked out and it is hoped in the future lorries will access from the A350.</p> <p>The rubbish in the stream is causing concern at Leigh Park the problem with this is that parts of it are adopted and some is not! Work is ongoing to resolve this.</p> <p>Dog fouling continues to be an issue throughout the area, posters that were made by local children in Church Street were a great success and it would be good to organise a campaign throughout the town.</p>																					
16	<p><u>Community Area Transport Group and Speed Indicator Devices Update</u></p>																					

	<p>Further to the report in the agenda (page 31 refers) Sally Hendry Community Area Manager explained that in order to get a SID in place your area has to have a community speed watch. Bitham have started and Warminster Road will be starting soon.</p>
17	<p><u>Community Area Grants</u></p>
17.1.	<p><u>Grant Overview Report 2011/12</u></p> <p>An up to date allocation of grants can be found at http://maps.google.co.uk/maps/ms?msa=0&msid=206642948348490339237.0004a64a0133d7e54b948&hl=en&ie=UTF8&z=12.</p>
17.2.	<p><u>Heywood and Hawkeridge Jubilee Committee Application for £1000 towards Jubilee Celebrations</u></p> <p>Heywood and Hawkeridge Jubilee committee application for £1,000 towards the funding of Diamond Jubilee celebrations for the community including the purchase of a tent which can be used for future community events.</p> <p>Decision</p> <p>To approve the grant of £1000.</p> <p>Reason</p> <p>The villages of Heywood and Hawkeridge are planning a packed programme of events to celebrate the Jubilee with events for all ages. The project demonstrates links to the Local Agreement for Wiltshire ambition "Building Resilient Communities".</p>
17.3.	<p><u>Bratton Jubilee Hall Management Committee Application for £1000 Towards the Purchase of New Tables</u></p> <p>Bratton Jubilee Hall Management Committee application for £1,000 towards the purchase of replacement tables for use by the public and community groups in the hall.</p> <p>Decision</p> <p>To approve the grant of £1000.</p> <p>Reason</p> <p>The project demonstrates links to the Local Agreement for Wiltshire ambition "Building Resilient Communities".</p>
17.4.	<p><u>Edington Recreation and Leisure Action Committee Application for £1000</u></p>

	<p><u>Towards Jubilee Celebrations</u></p> <p>Edington Recreation and Leisure Action Committee application for £1,000 towards the funding of Diamond Jubilee celebrations for the community including a big village party for everyone, a shared village lunch in the playing field, with children's entertainment, punch and judy, games and races. Children will be presented with a celebration mug.</p> <p>Decision</p> <p>To approve the grant of £1,000</p> <p>Reason</p> <p>The project demonstrates links to the Local Agreement for Wiltshire ambition "Building Resilient Communities".</p>
17.5.	<p><u>Dilton Marsh Carnival Committee Application for £500 Towards Jubilee Celebrations</u></p> <p>Dilton Marsh Carnival Committee application for £750 (since the publication of the agenda an additional event had been organised and the request had increased by £250) towards the funding of Diamond Jubilee celebrations for the community.</p> <p>Decision</p> <p>To approve the grant of £750.</p> <p>Reason</p> <p>The project demonstrates links to the Local Agreement for Wiltshire ambition "Building Resilient Communities".</p>
17.6.	<p><u>Area board Led Grant for £3,000 for 1 May Jubilee/Royal Visit Event in Salisbury</u></p> <p>The Chairman explained that this project gives an opportunity to showcase various aspects of Westbury community life. It will raise the profile of the community and what it has to offer to a much wider audience. It involved a variety of local groups and individuals including schools and the youth centre. We plan to follow the one day Salisbury event with a mini exhibition in Westbury so people who had been unable to attend will also be able to see the exhibits.</p> <p>The projects links in with: Building Resilient Communities</p>

	<p>Decision</p> <p>To approve the grant of £3,000.</p>
18	<p><u>Future Meeting Dates and Close</u></p> <p>The next meeting of the Westbury Area Board will be held on Thursday 14 June at Heywood Village Hall.</p>

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Speech by Ken McCall on behalf of Campaign for A Better Trowbridge

to Westbury Area Board on 19th April 2012 re: Westbury Bypass Resolution

The resolution before you, ladies and gentlemen asks for a bypass for Westbury.

Fine – people think the town needs one. But the resolution before us today says that the aim is to identify an appropriate and practical route, as though the 2008 Westbury public inquiry *had never happened!*

I wonder if this might be some kind of torture for those countless Westbury Residents and Wiltshire folk who have objected so long to an eastern bypass. In 2007, the public outcry was so gigantic that a 'call in' was signalled from London. A full planning inquiry was to be held. Wiltshire Council were gob-smacked.

Two Inspectors, one very senior and particularly experienced, looked in detail at the scheme. They took over 10 weeks to examine every detail of the the case and visited every locality. They heard both sides of the argument and looked at all from every angle. They then recommended very firmly against an eastern bypass for exactly the same reasons that everyone had been saying for so many years before. Wiltshire Council were in utter disgrace. The transport portfolio holder, Fleur Rhe de Philip and her officers, had simply been *wrong* to progress an eastern route.

Very, very few major road schemes are refused by planning Inspectors. It has to be a very bad scheme to go down. But the eastern bypass was a very bad scheme. It was reported in the national, regional and local press. It has notoriety.... *as a mistake!*

So back to the resolution today. The wording needs to be quite clear – an eastern bypass will NOT be re-visited. Only then will you get real co-operation from stakeholders, and real results.

Meanwhile, the Inspector's report makes it very clear that he thought a western route was better. It was, he said, better value from a transport and planning point of view, more popular, less environmentally damaging and better for the economy. Here are some of his words on the subject:

Para 8.208 - A Far Western Route: 'would remove significant volumes of HGVs and, without a weight ban, be more effective than the application scheme at reducing HGVs on Station Road. It would also significantly reduce the volume of HGVs using the A361/C234 route through Southwick and North Bradley.' *The benefits of the FWR would be spread more widely and could be expected to contribute to the scheme objectives of facilitating regeneration and easing the transport of goods to and from commercial employment areas as well as providing a significant measure of relief within Westbury.*

So you have your answer. If you want to ask the county to look again, say a route to the West. The environmental campaigning groups are much more accepting of a road to the west; the people of North Bradley, Southwick, Rode, West Ashton and Yarnbrook will support the notion as they get traffic relief as well as Westbury. And you will have the people of Westbury behind you. People will understand. You won't be laughed at.

There are already jokes about Wiltshire being full of country bumpkins. Please, lets not pass this resolution as it stands. Surely we can do better.

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NORTH BRADLEY PARISH COUNCIL

INCORPORATING

NORTH BRADLEY, BROKERSWOOD AND YARNBROOK

Coasters
5 Chapel Close
Southwick
Trowbridge
Wiltshire
BA14 9RY

16th April 2012

To:

Ms. A Thurman, Democratic Services Officer, Wiltshire Council
Ms. S Hendry
committee@wiltshire.gov.uk
Cllr. M. Cuthbert-Murray
Cllr. R. Hawker
Cllr. D Jenkins
Cllr. J. Swabey
Cllr. F. de Rhe-Philippe

Dear Councillors and Wiltshire Council,

We are writing to yourself and members of the Westbury Area Board regarding the motion (item 9 Westbury Bypass) to be heard on 19th April 2012.

We ask that the resolution before the Board be altered to include the necessary relief for Southwick, North Bradley, West Ashton, the Yarnbrook junction and also Rode in Somerset of HGVs, as well as Westbury itself. The study entitled 'Traffic in Trowbridge' submitted with the recent Wiltshire Core Strategy shows that the A350 at Heywood Bends (sample point L2) experienced 1,216 HGVs in an average 24 hour period. The point K1 on the A361 through Southwick carries 1,428 HGVs which is about 17 % more.

The Westbury Bypass Planning Application Traffic and Economic Assessment Report showed that a bypass is able to remove HGVs from Southwick, North Bradley and Rode as well as Westbury, if the right route is chosen. On the other hand with the wrong route, the villages get even more HGVs than they do at present, particularly those on the A361/C234.

An Eastern Bypass was scrutinised in the greatest of detail by Her Majesty's Inspectorate and was rejected on many counts. There can be no justification re-visiting it. The Inspector's report made it clear that a road to the west was a much better choice for many reasons, including reducing the impact of HGVs. (See Ref: Far Western Route in paragraph 8.208), in regard of Westbury, that the road: 'would remove significant volumes of HGVs' and that a FWR 'would be more effective than the application scheme at reducing HGVs on Station Road'. Also, crucially for the villages that: 'It would also significantly reduce the volume of HGVs using the A361/C234 route through Southwick and North Bradley.'

A road to the west would therefore remove HGVs from a number of communities, not just Westbury.

Wiltshire Core Strategy is, to coin a phrase a 'hot-house' in West Wiltshire with a number of new employment areas and housing estates. The villages between Trowbridge and Westbury are likely to significant increases in traffic flows. This will be further exacerbated if the proposed Bath lorry ban takes place, which will have the rather obvious effect on HGV traffic using the A350 and A36 route through North Bradley and Southwick. It is abundantly clear that surrounding villages need traffic relief and Westbury must not be treated in isolation.

Taking this into account we ask that the motion to be put to the Westbury Area Board is duly amended and states. *'that any bypass for Westbury will also aim to remove HGVs from North Bradley, Southwick, Rode and will have the added benefit of relieving West Ashton and Yarnbrook also, as well as from Westbury'*.

This re-phrasing of the motion before the Westbury Area Board would propose that Wiltshire Council look at a road to the 'West' of Westbury with the clear intention of identifying the wider HGV benefits that would arise. It would be reasonable to ask that the Yarnbrook West Ashton Improvement took the need for a road to the 'West' into account.

I am sure that Councillor Rhe de Philip, Cabinet Member for Economic Development and Strategic Planning will be fully supportive of our request for an amendment to the resolution which will serve all local villages as well as Westbury. As we are all aware the Inspector's words from his report include: *The benefits of the Far Western Route (FWR) would be spread more widely and could be expected to contribute to the scheme objectives of facilitating regeneration and easing the transport of goods to and from commercial employment areas as well as providing a significant measure of relief within Westbury.* This means that a road to the west would be more useful to the economic development of the wider area.

As with any road, there will be those who would prefer it went elsewhere. However with a growth-led Core Strategy, it is reasonable to expect that any new road construction would relieve as many communities as possible from the effects of growth.

Below are extracts from the Inspector's Report that accompanied the rejection of an Eastern Bypass:

Para 8.205: Despite opportunities at each PIM, no individual or organisation offered to act as promoter or sponsor for a FWR at the inquiry. This was a pity since WCC would have drawn up a scheme on that person or organisation's behalf, seeking to optimise the route and design features. As it is there is no more than a schematic alignment that could be subject to significant variations. Even so it was apparent from the outset to all concerned that there is considerable support locally for the principle of such a route, which was addressed in WCC's evidence.

Para 8.208 - A Far Western Route: 'would remove significant volumes of HGVs and, without a weight ban, be more effective than the application scheme at reducing HGVs on Station Road. It would also significantly reduce the volume of HGVs using the A361/C234 route through Southwick and North Bradley.' The benefits of the FWR would be spread more widely and could be expected to contribute to the scheme objectives of facilitating regeneration and easing the transport of goods to and from commercial employment areas as well as providing a significant measure of relief within Westbury.

Para 8.207 In contrast with the relatively low total and HGV flows on the Glenmore Link, total and HGV flows on the FWR would be significantly higher. The minimum HGV flows on the FWR would be

1472 north of the WWTE (with no weight ban on Station Road) and 1993 (with ban) between WWTE and the A36.

Para 8.215 Much of the rural area west of Westbury potentially affected by a FWR is not unattractive. But not much less than half of such a putative route, towards its northern end, is influenced by the proximity of extensive trading estates, while much of the remainder of the route could, perhaps, run in general proximity to the mainline railway. Little, perhaps none, of the route need run through a designated Special Landscape Area: there is none of the dramatic scenic qualities of the Wellhead Valley; the character is that of “ordinary” low lying rolling clay land. Nor is there the same tranquillity: the area is to varying extents influenced by traffic on the B3099, by the railway and, towards the north, by the trading and industrial estates.

Conversely, it seems highly improbable that a third, crawler, lane would be required anywhere, limiting the road’s overall width, while the more gentle gradients would to some extent reduce traffic noise and fuel consumption, particularly for HGVs.

Para 8.83 regarding the Eastern Route which he rejected: The existing A350 running at ground level past Madbrook Farm has very limited impact other than on its immediate fringe. Away from there, aural tranquillity reinforces the landscape quality, and both are heightened by the town’s proximity yet almost complete separation from this area of countryside. Unsurprisingly, I repeatedly heard evidence of how much this locality is appreciated – loved – by many Westbury residents.

Paragraph 8.86: again regarding the rejected Eastern Route. All told I consider that this length of the route has only “low landscape capacity” to absorb the proposals; the “proposed change would inevitably result in a number of negative effects on landscape character/features/elements”. Put bluntly, the whole character and appearance of the Wellhead Valley would be fundamentally changed. I rank the landscape effect as “very large adverse” in year 1 reducing no more than to “large adverse” as the scheme matures.

The Inspector went on to point out the Western Bypass would have far less impact and that, in paragraph **8.208**: The benefits of the FWR would be spread more widely and could be expected to contribute to the scheme objectives of facilitating regeneration and easing the transport of goods to and from commercial employment areas as well as providing a significant measure of relief within Westbury.

In conclusion and to summarise, we believe that the motion before the Westbury Area Board takes a narrow approach in focusing on traffic through Westbury. It completely misses the strategic requirement to improve the road and transport infrastructure, not only through Westbury but the surrounding villages, which will not see any improvement and are much more likely to be adversely affected by a simple solution for Westbury.

We trust that the suggestions and identification of relevant comments made by the Planning Inspector will be properly taken into account during your discussion and subsequent vote on the motion.

Yours sincerely

Sent on behalf of North Bradley Parish Council
by Judy Lane (Clerk to North Bradley Parish Council)
T: 01225 776260
e: parishcouncil@northbradley.org.uk
www.northbradley.org.uk

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West Ashton Parish Council

Carol Hackett – Clerk, 23 Orchard Close, West Ashton, Wiltshire. BA14 6AU.
Tel: 01225 760372 or email carol-hackett@hotmail.com

16th April 2012

Dear Area Board Member,

Re: Westbury Area Board Meeting 19th April 2012

I have been asked by the Chairman of West Ashton Parish Council to write to all members of The Westbury Area Board regarding the motion (item 9 Westbury Bypass) to be discussed at the above meeting.

We ask that the resolution before the Board be altered to include the necessary relief for Southwick, North Bradley, West Ashton, the Yarnbrook junction and also Rode in Somerset of HGVs, as well as Westbury itself.

The study entitled 'Traffic in Trowbridge' submitted with the recent Wiltshire Core Strategy shows that the A350 at the Heywood Bends (sample point L2) experienced 1,216 HGVs in an average 24 hour period. The point K1 on the A361 through Southwick carries 1,428 HGVs which is about 17 % more.

The Westbury Bypass Planning Application Traffic and Economic Assessment Report showed that a bypass is able to remove HGVs from Southwick, North Bradley and Rode as well as Westbury, if the right route is chosen. On the other hand with the wrong route, the villages get even more HGVs than they do at present, particularly those on the A361/C234.

An Eastern Bypass was scrutinised in the greatest of detail by Her Majesty's Inspectorate and was rejected on many counts. There can be no justification in re-visiting it. The Inspector's report made it clear that a road to the west was a much better choice for many reasons, including reducing the impact of HGVs. Ref: Far Western Route in paragraph 8.208, in regard of Westbury, that the road: 'would remove significant volumes of HGVs' and that a FWR 'would be more effective than the application scheme at reducing HGVs on Station Road'. Also, crucially for the villages that: 'It would also significantly reduce the volume of HGVs using the A361/C234 route through Southwick and North Bradley.'

In other words a road to the west removes HGVs from a number of communities, not just Westbury.

Wiltshire Core Strategy is, to coin a phrase 'hot-house' in West Wiltshire with a number of new employment areas and housing estates. The villages between Trowbridge and Westbury are likely to experience significant increases in traffic flows. This will be further exacerbated if the proposed Bath lorry ban takes place, which will have the rather obvious effect on HGV traffic using the A350 and A36 route through North Bradley and Southwick. It is abundantly clear that surrounding villages also need traffic relief, and Westbury must not be treated in isolation.

Taking this into account we ask that the motion to be put to the Westbury Area Board is duly amended and states. 'that any bypass for Westbury will also aim to remove HGVs from North Bradley, Southwick, Rode, and will have the added benefit of relieving West Ashton and Yarnbrook also, as well as Westbury'.

West Ashton Parish Council

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Conversely, it seems highly improbable that a third, crawler, lane would be required anywhere, limiting the road's overall width, while the more gentle gradients would to some extent reduce traffic noise and fuel consumption, particularly for HGVs.

Para 8.83 regarding the Eastern Route which he rejected: The existing A350 running at ground level past Madbrook Farm has very limited impact other than on its immediate fringe. Away from there, aural tranquility reinforces the landscape quality, and both are heightened by the town's proximity yet almost complete separation from this area of countryside. Unsurprisingly, I repeatedly heard evidence of how much this locality is appreciated – loved – by many Westbury residents.

Paragraph 8.86 again regarding the rejected Eastern Route. All told I consider that this length of the route has only “low landscape capacity” to absorb the proposals; the “proposed change would inevitably result in a number of negative effects on landscape character/features/elements”. Put bluntly, the whole character and appearance of the Wellhead Valley would be fundamentally changed. I rank the landscape effect as “very large adverse” in year 1 reducing no more than to “large adverse” as the scheme matures.

The Inspector went on to point out the Western Bypass would have far less impact and that, in **paragraph 8.208** The benefits of the FWR would be spread more widely and could be expected to contribute to the scheme objectives of facilitating regeneration and easing the transport of goods to and from commercial employment areas as well as providing a significant measure of relief within Westbury.

In summary: The current proposed motion before the Westbury Area Board takes a narrow approach in focusing on traffic through Westbury. It completely misses the strategic requirement to improve the road and transport infrastructure, not only through Westbury but also in the surrounding settlements, which will not see any improvement, and are much more likely to be adversely affected by a simple solution for just Westbury.

We trust that the suggestions and identification of relevant comments made by the Planning Inspector will be properly taken into account during your discussion and subsequent vote on the motion before you.

Yours sincerely,

Mrs Carol Hackett

West Ashton Parish Clerk