

Wiltshire Housing Site Allocation Plan
Examination in Public
Statement of Common Ground

As agreed between:

Wiltshire Council

and

**PlanningSphere representing Coulston Estates (Representor Ref:
901939)**

concerning

**Land at Elm Grove, Trowbridge
Policy H2, site allocation H2.1**

March 2019

1.0 Introduction

1.1 This Statement of Common Ground (SoCG) is provided in respect of the identification of land at Elm Grove, Trowbridge as a proposed housing allocation in the draft Wiltshire Housing Site Allocations Plan (WHSAP) under Policy H2, site allocation H2.1. The SoCG is structured to provide the Inspector with relevant background information relating to the site promotion and assessment. Section 5 sets out a response to the Inspector's Initial Matters, Issues and Questions as agreed matters between the principal parties, i.e. the Council and Coulston Estates.

1.2 The following appendices are also included:

- Appendix A: Land Ownership Plan
- Appendix B: Proposed Illustrative Masterplan
- Appendix C: Summary of January 2019 Consultation Event
- Appendix D: Assessment of Elm Grove Recreation Field (also known as the QEII Field)

2.0 Site context

2.1 The site allocation as proposed in the Plan incorporating Proposed Change (PC) 54 extends to approximately 17.78ha. It adjoins the existing built limits of the south-eastern edge of Trowbridge and the White Horse Business Park to the south. The site is bounded by the Cardiff-Portsmouth railway line to the east, existing 1970s and 1980s suburban residential development to the north west. The site also has a frontage onto the A363 Bradley Road. The site is accessed via Drynham Lane from the north via Wiltshire Drive, and to the west via Bradley Road.

3.0 Existing lawful use and Planning History

3.1 There are two existing vacant dwellings on the site: the grade II listed Southview Farm; and the unlisted Elm Grove Farm and its associated vacant outbuildings.

3.2 The existing lawful use of the remainder of the site is agricultural land with 2 No. established dwellings, and the Elm Grove Recreation Area (also known as QEII Field).

3.3 The recorded planning history on the Council's website relating to the site includes the following decisions:

Reference	Description	Decision
16/01539/FUL Southview, Plot 1	New access with the removal of 4m of hedgerow	Approved 19.04.2016
W/93/00897/OUT Plot 2, Elm Grove	Construction of football pitch club house, spectator stand and terraces, car parking and vehicular access	Refused 19.10.1993

3.4 Other relevant planning history includes the Ashton Park planning application (15/04736/OUT), which at the time of writing is the subject of a resolution to grant

planning permission subject to the completion of a legal agreement. Ashton Park will provide new community, employment, education and retail facilities which will be directly accessible from the Elm Grove site via the existing lane under the railway which connects to Drynham Lane. Policy H2.1 of WHSAP requires connectivity to the Ashton Park site to be achieved.

4.0 Site promotion history

- 4.1 Coulston Estates, the site’s promoter, instructed PlanningSphere to promote the subject site through the WHSAP process in 2015. Representations have been submitted in response to all stages of the WHSAP plan-making process.
- 4.2 The emerging proposals for the site are the result of an iterative approach that has involved the submission of four pre-application enquiry submissions over a 4-year period.
- 4.3 A public consultation event was held in January 2019, which exhibited proposals for 250-280 homes and a two-form entry primary school on the Elm Grove Recreation Field consistent with Proposed Change PC 55. A summary of the responses received is set out in the report at **Appendix C**. The most significant concern raised by local residents related to the provision of the primary school – the need for the school was questioned, and traffic and noise impacts were raised as concerns by local residents.
- 4.4 In preparation for the forthcoming Examination in Public, Wiltshire Council has revised its pupil forecasts based on the latest birth rate data, recently received, from the health authority. This evidence shows that the birth rate in Trowbridge and the surrounding villages has significantly declined. This work has concluded that the previously proposed primary school at Elm Grove is no longer required to meet the demand for primary school places arising from the proposed WHSAP allocations in Trowbridge. The previously proposed primary school has now been removed from the latest iteration of the draft allocation for Elm Grove.
- 4.5 Coulston Estate’s project team have updated the draft masterplan for the site in response to this, as shown at **Appendix B**. This shows how Coulston Estates consider that a scheme of approximately 250 homes could be accommodated on the site.

5.0 Response to Matter 3: Housing Site Allocation (Policy H2.1)

- 5.1 The following table sets out agreed matters relating to ‘issue 5’ under Matter 3:

Issue No.	Agreed Matters
5.1	<p>Coulston Estates agree with the response provided in the Wiltshire Council Position Statement (PS/M3/15)</p> <p>It is also agreed that the form, scale and mix of the proposals enable a viable scheme that supports the provision of affordable housing at the target level set out in Wiltshire Core Strategy (WCS) Core Policy 43.</p>
5.2	<p>Coulston Estates agree with the response provided in the Wiltshire Council Position Statement (PS/M3/15)</p>

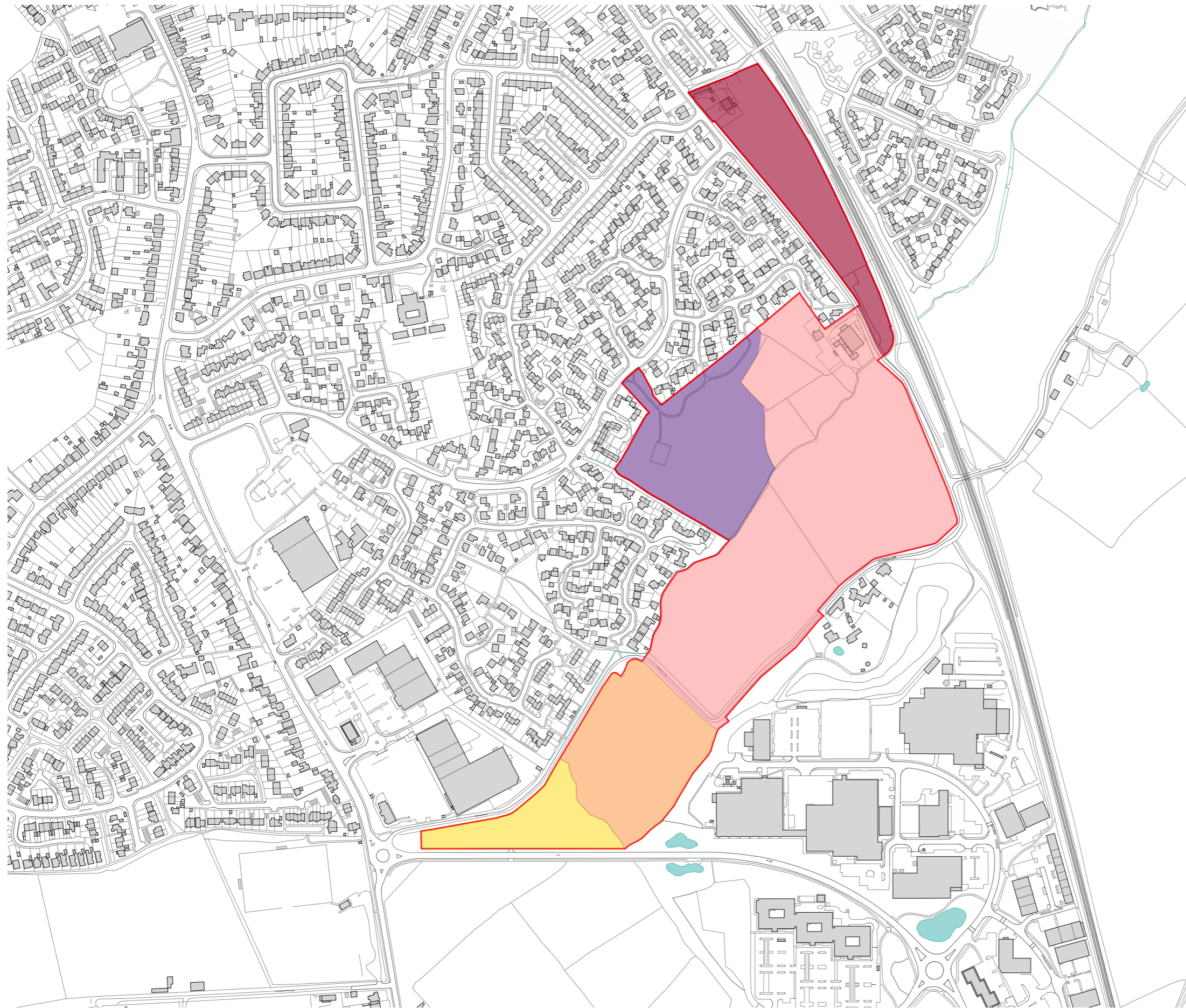
	<p>The proposed allocation of 250 homes is in broad alignment with the Illustrative Masterplan shown at Appendix B. This layout was informed by ecological, flood risk and other constraints.</p>
<p>5.3</p>	<p>Wiltshire Council and Coulston Estates have agreed:</p> <p>(i) Ecology: an approach to safeguard the ecological value of the site in accordance with WCS Core Policies 29 and 50 and the Plan. This will be reviewed to ensure consistency with the emerging Trowbridge Bat Mitigation Strategy. Site surveys and analysis have already been undertaken to inform proposed ecological parameters relating to bat foraging corridors. The Illustrative Masterplan shows green and blue 'dark' corridors with the aim of limiting light spill from the proposed development whilst also functioning as incidental areas of public open space and drainage attenuation.</p> <p>(ii) Agricultural land: the land is in arable agricultural use. However, due to the clay sub soil the land is not categorised as the best or most versatile agricultural land.</p> <p>(iii) Landscape quality and character: the site is not subject to any landscape designations and is not prominent in the wider landscape as it is masked by: existing built housing development to the north; the railway line embankment to the east; and the White Horse Business Park to the south. As such, the site is a relatively contained extension to the existing built up area of Trowbridge and the White Horse Business Park.</p> <p>(iv) Heritage there is one designated heritage asset on the site, a grade II listed Southview Farmhouse and outbuildings and it is agreed that this should be referred to in the WHSAP in paragraph 5.50 as a further change to PC58, alongside reference to the grade II listed Drynham Lane Farmhouse, which is adjacent to the site. It is agreed that the impact of development on these assets and their settings can be appropriately addressed through detailed design and layout informed by heritage assessments consistent with PC58.. The Illustrative Masterplan at Appendix B has been developed by Coulston Estates to take into consideration these assets. This aims to show for the Southview Farmhouse how its setting could be preserved by revealing the front façade through roadside landscape enhancement, the provision of open space adjacent to its south facing elevation and to the north replicating the existing single storey outbuildings, with new development to the east proposed as single storey dwellings. Coulston Estates considers this approach will ensure that Southview Farmhouse can be clearly recognised as former farmhouse when experienced from publicly accessible viewpoints in and adjacent to the site and will bring the buildings back into positive use securing its long-term future. It is agreed that there will be less than substantial harm to the significance of the heritage assets as a result of the development and this is outweighed by the public benefits of the plan's proposals for the site.</p> <p>(v) Access: a new 3-arm mini roundabout is proposed on the junction of Wiltshire Drive and Drynham Lane as the principal access to the site.. The Illustrative masterplan shows how Plots 2 and 3 can be integrated with a new access from Plot 4 onto the White Horse Business Park distributor road (A363). New cycle and pedestrian routes are proposed that will link the Elm Grove Farm site to the existing network and proposed Ashton Park Strategic Allocation site and the White Horse Business Park as shown on the masterplan consistent with Proposed Change 56.</p>

	<p>(vi) Highway Safety: pre-application engagement with the Council's Highway Authority has confirmed that the proposed junctions to the connect the site with the existing highway network are acceptable in principle.</p> <p>(vii) Flood risk considerations: the site is identified as being within Flood Zone 1 on the Environment Agency's Flood Map for Planning. However, there is a history of surface water management issues that have led to localised flooding, caused by impervious clay subsoils and a culvert that restrictive flows under the railway line. Resolving these issues is seen a benefit of the development, Coulston Estates have reached agreement Network Rail to undertake works to improve the flow of surface water as part of a wider strategy of land modelling and attenuation to manage the flow of surface water through the site. The surface water management proposal that underpins the Illustrative Masterplan at Appendix B has been developed in consultation with the Council's Drainage Team as part of the 2018 pre-application process.</p> <p>(viii) Noise: a noise survey to assess the impact of the existing rail and road noise has been undertaken and has been assessed by Council as part of the 2018 pre-application process. This indicates noise is not a significant constraint.</p> <p>(ix) Green space and PROW access: the Illustrative Masterplan at Appendix B makes provision for an area of onsite public open space that will extend the existing Elm Grove Recreation Area. The report at Appendix D describes the existing condition of the Elm Grove Recreation Area, which is poorly drained. In line with the policy requirement to achieve a significantly improved and consolidated public open space (Proposed Change 55) the Illustrative Masterplan proposes to enhance the usability of the existing Elm Grove Recreation Area and also make provision for two junior sized sports pitches. The dark corridors, required for ecology and drainage purposes, will also provide additional public open space for informal recreation. New cycling and walking routes through the site to link to the existing network and proposed Ashton Park Strategic Allocation site and the White Horse Business Park.</p>
5.4	Coulston Estates agree with the response provided in the Wiltshire Council Position Statement (PS/M3/15).
5.5	Coulston Estates agree with the response provided in the Wiltshire Council Position Statement (PS/M3/15).
5.6	<p>Coulston Estates agree with the response provided in the Wiltshire Council Position Statement (PS/M3/15).</p> <p>Accessibility: the site benefits from good accessibility to existing community facilities and services. Regular buses pass the site along Wiltshire Drive and Drynham Road and others are available within appropriate walking distance. A new cycling and walking routes through the site to link to the existing network and proposed Ashton Park Strategic Allocation site and the White Horse Business Park. The Transport Assessment that will be prepared to support a planning application will also ensure that development of the site incorporates infrastructure to improve accessibility.</p>
5.7	Coulston Estates agree with the response provided in the Wiltshire Council Position Statement (PS/M3/15)
5.8	Deliverability: Commencement on site is envisaged from Q3 2020. The anticipated delivery for this is by the end of 2026 as a phased development. The only part of the site outside the control of Coulston Estates and the Council is

	<p>Plot 4, as annotated on plan at Appendix A. The third-party owner of Plot 4 is currently marketing the land.</p> <p>The anticipated time frame for delivery is contingent upon: further detailed design development; the approval of outline and reserved matters planning applications; a planning condition discharge process; and the construction process (estimated at 6 years).</p> <table border="1" data-bbox="467 548 1426 801"> <thead> <tr> <th>Year</th> <th>No of completions</th> </tr> </thead> <tbody> <tr> <td>2021</td> <td>40</td> </tr> <tr> <td>2022</td> <td>40</td> </tr> <tr> <td>2023</td> <td>40</td> </tr> <tr> <td>2024</td> <td>40</td> </tr> <tr> <td>2025</td> <td>40</td> </tr> <tr> <td>2026</td> <td>50</td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>	Year	No of completions	2021	40	2022	40	2023	40	2024	40	2025	40	2026	50		
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5.10	Coulston Estates agree with the response provided in the Wiltshire Council Position Statement (PS/M3/15)																
5.14	<p>Coulston Estates agree with the response provided in the Wiltshire Council Position Statement (PS/M3/15)</p> <p>QE II (Elm Grove Recreation Field): the proposed allocation will improve the quality of public open space provision at the QEII Field.</p>																

6.0 Agreement

Signed:
Name: Christopher Beaver MRTPI (Director, PlanningSphere)
For and on behalf of PlanningSphere for Coulston Estates
Date:
Signed:
Name: Georgina Clampitt-Dix (Head of Service, Spatial Planning)
For and on behalf of Wiltshire Council
Date:



NOTES
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This drawing has been produced for Coulston Estates for the proposed development at Elm Grove, Trowbridge and is not intended for use by any other person or for any other purpose.

Responsibility is not accepted for errors made by others in scaling from this drawing.

All construction information should be taken from figured dimensions only.

All omissions and discrepancies to be reported to Keep immediately.



Key

- Site ownership boundary
- Plot 1 = 2.19ha
- Plot 2 = 9.14ha
- Plot 3 = 2.55ha
- Plot 4 = 1.16ha
- Elm Grove Play Area in Wiltshire Council ownership = 2.80ha

Boundary amended	NS	SC	14/02 2018	B
Boundary amended	NS	SC	02/02 2018	A
First issue	NS	SC	07/09 2017	-

Notes	DR	CH	Date	Rev
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Project

Elm Grove

Drawing

Ownership Plan

Drawing number

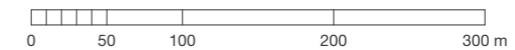
1178.E.003

Scale

1:5000 @ A3

Revision number

B





- NOTES**
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- All construction information should be taken from figured dimensions only.
- All omissions and discrepancies to be reported to Keep immediately.
- Site boundary
 - Proposed residential development
 - Nodal building
 - Frontage
 - Proposed SUDS
 - Existing trees and hedges
 - Proposed trees
 - Play area
 - Allotments
 - Playing pitches
 - Proposed pedestrian route
 - Proposed Site Distributor Road*
 - Parking
- * Proposed site distributor road will be designed to restrict traffic speeds to 20mph

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School removed	NS	SC	17/02	H
Pre-app issue	NS	SC	20/10	G
Layout amended	NS	SC	28/01	F
Layout amended	NS	SC	13/10	E
Layout amended: highways, landscape	NS	SC	04/09	D
Layout amended	NS	-	10/07	C
Layout amended	NS	-	14/06	B
Layout amended	NS	-	30/05	A

Notes DR CH Date Rev

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Project
Elm Grove

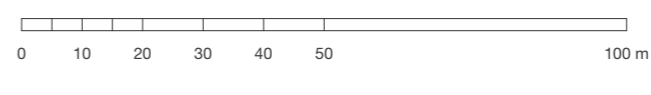
Drawing
Illustrative Masterplan

Drawing number
1178.P.001

Scale
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Revision number
H

Original drawing size A1



Coulston Estates Ltd

Elm Grove, Trowbridge

Public Exhibition Feedback

January 2019

1. Introduction

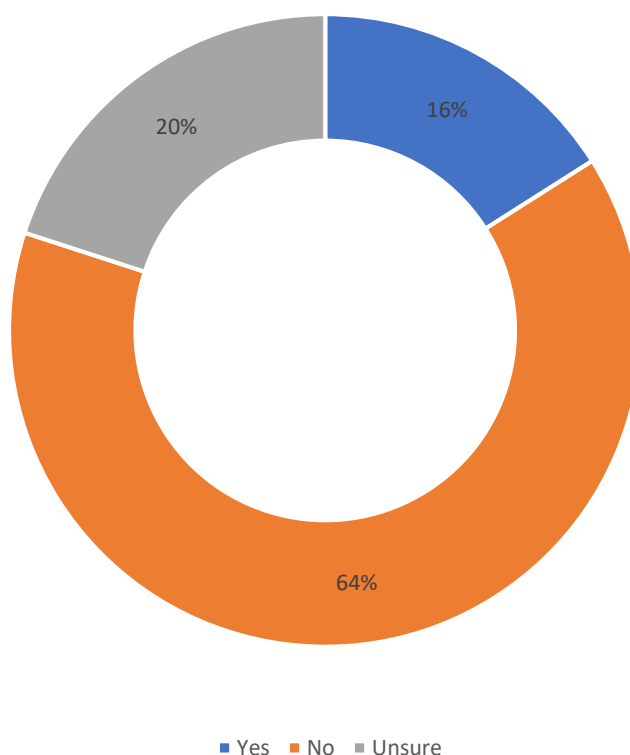
A public exhibition of proposals to deliver circa 250-280 new family and affordable homes, a two-form entry primary school and enlarged and enhanced areas of public open space at Elm Grove, Trowbridge, was held at Holbrook Primary School, Holbrook Lane, Trowbridge on Thursday 17 January 2019. The exhibition consisted of a static visual display, with feedback forms to be completed and returned at the event or by post.

Information from the exhibition was also posted on a consultation website, www.elmgrovetrowbridge.com along with an online version of the feedback form. The window for comments remained open until 28 January. This report gives an overview of the feedback received at the event itself, as well as feedback submitted online.

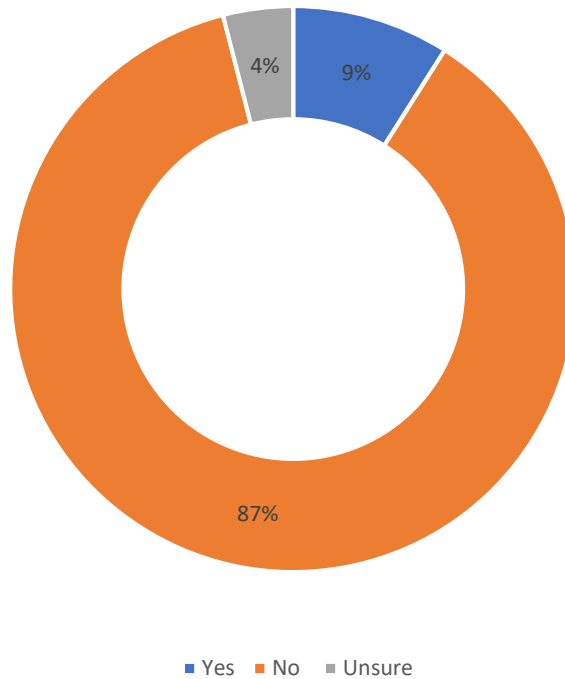
2. Feedback statistics

Approximately 250 people attended the public exhibition, with 111 individual feedback responses submitted on the day. A further 48 feedback forms were received in the post or completed online, which are also included in the following statistics. The responses to key tick-box questions break down as follows:

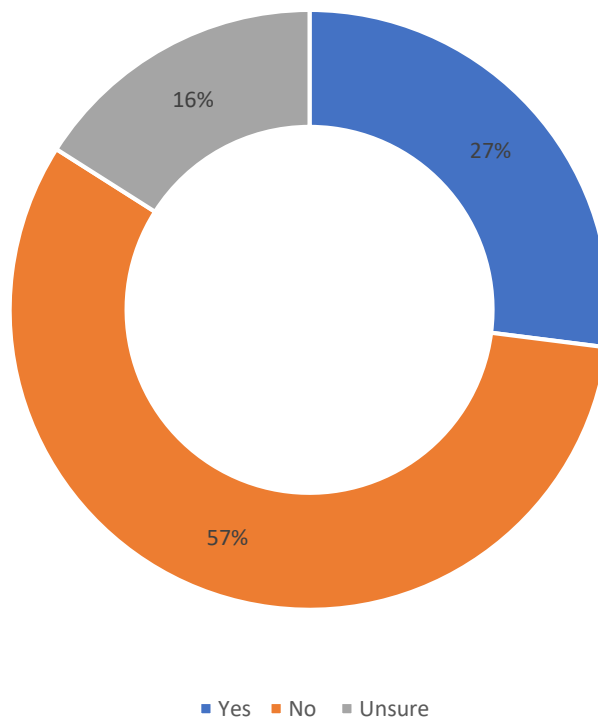
Do you support the provision of new family and affordable homes at this location, in line with Wiltshire Council's adopted draft planning policy?



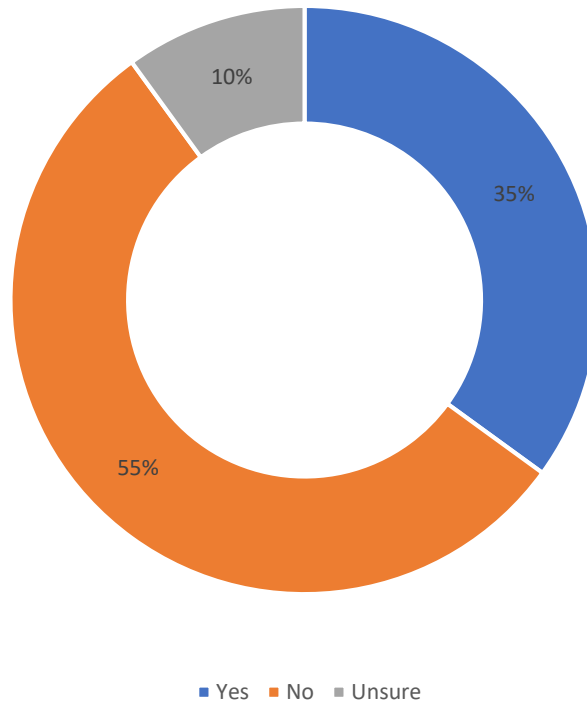
Are you or someone you know looking for a new home in Trowbridge?



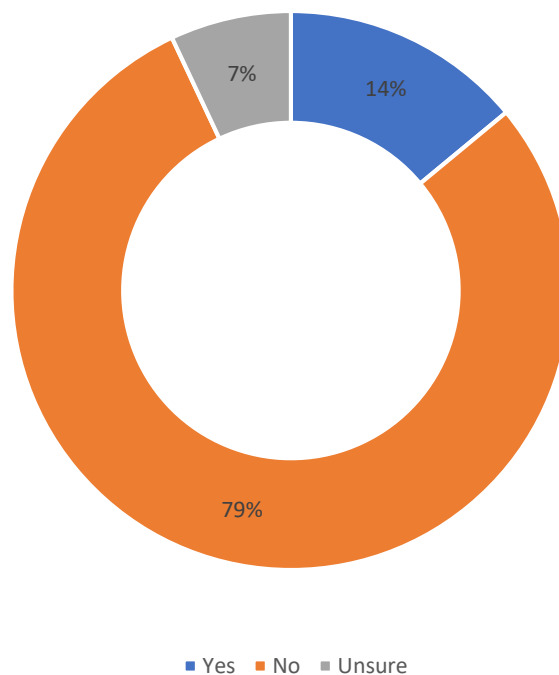
We are proposing a mix of 2, 3 and 4-bed family homes, including affordable homes and properties available through the Help to Buy scheme. There is also the potential to provide some flats and smaller starter homes to enable young people to get on the housing ladder. Do you welcome the proposed housing mix?



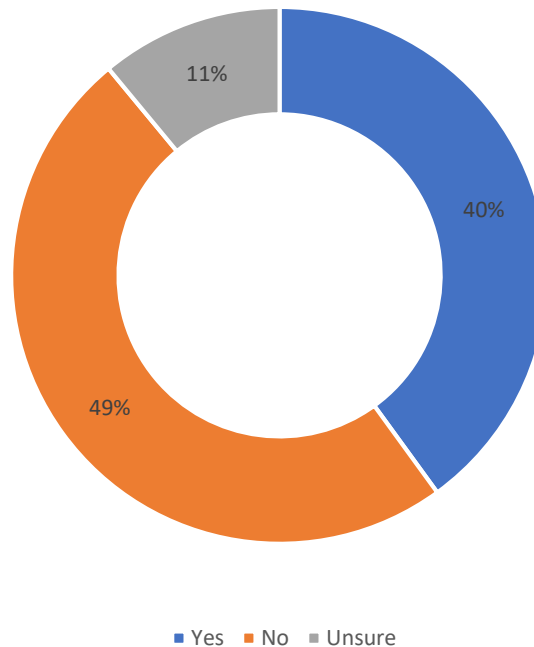
The development will enable the delivery of a larger, enhanced area of public recreation space that will be properly drained and managed to ensure it is available for use all year round. Do you welcome this?



The development includes the site for a new primary school to be delivered by Wiltshire Council to meet the forecast demand for primary school places in Trowbridge. Is this important to you?



The access proposals for the site include measures to control traffic speeds on Wiltshire Drive. In addition, the spine road through the new development is designed to limit speeds to 20mph. New pedestrian and cycle links will also be provided through the development to enhance sustainable travel options. Do you welcome these measures?



3. Feedback themes

3.1 Principle of development

A majority of respondents indicated opposition to the proposed development at Elm Grove. Primarily this opposition related to concerns about traffic in the area (see 3.2 and 3.3 below). Strong opposition has also been expressed by near-neighbours, who simply do not want any development nearby, particularly if it meant the provision of a school on the Elm Grove Recreation Ground. It is important to note that opposition was not backed by any technical planning concern, rather perceptions about traffic, opposition to the principle of developing the Elm Grove Recreation Ground and a general opposition to development nearby.

Despite the concerns expressed by a majority, there was some support for new homes, even amongst those who indicated that they did not support the scheme as proposed. There was particular interest in affordable homes, especially the potential for Starter Homes.

A minority of respondents suggested that there is no need for new housing in Trowbridge, while others suggested that brownfield sites in the town (particularly the Bowyers site) should be prioritised for development. Others still were opposed to the idea of “social housing” due to perceptions about associated social problems.

Overall, despite the significant negatively, there were a number of positive responses from those who recognised the acute housing need, particularly for young families.

Sample comments:

- *Leave the area alone! Go build somewhere on a brown site!*
- *Taking away my privacy from my garden. Don't want to be overlooked and extra road access will mean it will be noisy when I'm trying to rest!*
- *This development is not appropriate, we need green areas to stay!*
- *I would rather it all be built somewhere else to be honest, as its a quiet lane.*
- *Well located site for housing. Important to ensure a quality development with varied housing.*
- *The sooner this scheme gets the green light, the better.*

3.2 Concerns about traffic and parking

Concern about the potential of traffic generated by the development to exacerbate existing traffic issues locally was the main issue raised in feedback. Traffic volume on Dursley/Drynham Road and Wiltshire Drive was a particular concern, as was the potential for a cut-through to the A363 provided by the proposed spine road (see 3.3, below). There was also concern about increased congestion and car parking at school drop-off/pick-up on Wiltshire Drive, as a result of having school access there which in turn was the main basis for opposition to the school (see 3.4, below). There is a view that traffic speeds are currently too high, with many residents referring to it as being like a “race track” or a “motorway”.

Sample comments:

- *I welcome traffic calming measures, however I have big concerns for the location of the proposed access to the new school.*
- *Often traffic calming schemes just add to traffic jams and slower cars emit more pollution - unhealthy in a built up area.*
- *Wiltshire Drive and Bradley Road are completely blocked at school/work times. We do not need additional traffic in this area.*
- *But question the additional traffic to the area as a result of the rec facilities and primary school - will there be sufficient parking?*
- *Will make Wiltshire Drive a bigger problem than it is now with insufficient parking and speed that cars go up and down it. Increase in traffic will make this unmanageable.*
- *The traffic is a nightmare as it is. Wilts Drive is like a race track and with extra traffic will be so busy.*

3.3 Specific concerns about spine road link

Within the general concern expressed about traffic generated by the development, a significant proportion of respondents made specific reference to the potential for the proposed spine road within the development to be used as a “rat run”. Many suggested that this should not be a through road, as proposed, to avoid exacerbating traffic using Dursley/Drynham Road as a means of avoiding congestion on Bradley Road. There were also concerns that the spine road was too close to the existing housing and should be moved closer to the site perimeter.

Sample comments:

- *There should be no access through the site as it will create a rat run despite speed restrictions.*
- *The road should not be built so close to existing housing. It should not go through to the trading estate as it will be used as a rat run as that road is already very busy.*
- *I am concerned about the potential of a rat run being created to avoid Bradley Road congestion and those wishing to abuse public roads.*
- *The new road will be used as a rat run to avoid Bradley Road.*
- *This spine road will be used as a short cut to town access. The bend in the road near the football fields is too close to original housing. This road should be made a no through road with speed bumps.*

3.4 Primary school

There was significant opposition to the proposed site for a primary school, which contributed to the overall opposition to the development. While a minority questioned the need for a school at this location, opposition was primarily attributed to the impact on local traffic and parking – particularly at school drop off/pick up time – and the access on Wiltshire Drive. There was also opposition to the principle of citing the school on the Elm Grove recreation field due to its Fields in Trust status. Neighbouring residents were concerned about noise from the school. A number of residents suggested located the school at the vacant former Virgin site in White Horse Business Park. A small number also suggested relocated the school access to take it from the spine road.

Sample comments:

- *Build a new school on the old Virgin Mobile site on the White Horse Business Park - plenty of land, parking, etc.*
- *Where are the children coming from?*
- *Access to school from new development not Wiltshire Drive.*
- *No to school, people will park cars in Everleigh Close to access school, parking bad in this road.*
- *a) Put new school on the Virgin site or on Bowyers site.*
- *Access to school is not appropriate. Wiltshire Drive is going to be crammed with cars at school drop off and pick up times! Access for residents will be compromised. Speeding motorists. Will there be a pre-school/nursery at proposed school?*
- *The proposed access to the school will change the current footpath outside our house (Sorrel Close) into a busy access road. I am concerned about the disruptive impact this will have on residents and the dangers that arise.*
- *We do not need another school in this area! The football pitches are too close to our houses and we do not want to be subjected to all the noise that would occur at weekends.*

****NOTE – Following the consultation exercise, Wiltshire Council has reviewed primary provision in Trowbridge and has determined that a primary school at Elm Grove is no longer required. The school has therefore been removed from the allocation, a move which should be welcomed locally and should increase support for a revised development without the need to develop the Elm Grove Recreation Ground.***

3.5 Housing mix

There was some positivity about the potential to offer Help to Buy and Starter Homes. Housing suitable for young families was welcomed. A small number of residents expressed opposition to flats and “social housing”. A number of respondents stated that three-storey buildings would not be welcomed.

Sample comments:

- *More new homes needed for younger people. Think of future generations who should have the same benefits older people have had in terms of affordable home ownership.*
- *Starter homes would be good.*
- *Family homes needed within local area. Pleased to see community benefits offered as part of planning.*
- *NO Three storey houses + adequate off road parking.*
- *I would like to see more starter homes (not flats)*
- *Too many "social" housing mixed developments already.*
- *In keeping with current house design. No 3 storey or flats.*
- *I welcome a Help to Buy Scheme but not affordable housing.*

3.6 Recreation space

While some welcomed the proposed enhanced recreation space, a significant number of respondents expressed opposition to the provision of pitches on the proposed recreation space, with a preference for informal public open space for dog walking (for which local residents currently use the space). There were also concerns that pitches would be floodlit and would cause noise pollution at weekends. A number of residents expressed a preference for other uses such as skatepark or basketball courts. There were some concerns that parking areas for the public open space could attract anti-social behaviour, particularly in the evenings. Those implacably opposed to any development wanted the recreation space left as it currently is.

Sample comments:

- *Do not like the idea of more football pitches and possible floodlighting at night.*
- *Do not see the need for football pitches - floodlighting will be intrusive will need constant upkeep.*
- *I welcome areas of public recreation, however the location of the football pitches and accompanying car park is poorly located and unsuitable. This area should have been left as empty green space for community and wildlife.*
- *I do not agree to the provision of two football pitches due to the close proximity to the houses as we will be subject to shouting and swearing with footballs entering the garden every Saturday and Sunday. The additional pitches can be added to the pitch that should be on Elizabeth Field but as the grass is no cut the playing of football is not possible.*
- *We have a field now if it was looked after as it was four years ago. We walk it every day but with care.*
- *I do not want to lose the Recreation space we already have. Elm Grove open space is supposed to protected forever by Fields in Trust.*
- *Leave this area of recreation space exactly as it is. The chaos caused by school drop-offs will be highly dangerous and very unwelcome. Parking problems. Don't build on this land. The Drynham Lane junction is going to be a main through road and the proposed new playing area will probably not materialise.*

- *Basketball court, skate park (no more football pitches)*
- *But not football pitches as have this facility at John of Gaunt and opposite McDonalds. Need skate park or pump track for kids to get out on their bikes more.*
- *Any proposed recreational areas provided to keep children fit must be a great idea.*

3.7 Drainage

There were a number of comments about existing drainage issues and fears that these could be exacerbated by the development.

Sample comments

- *Drainage on Wiltshire Drive is bad and this will make matters worse.*
- *Major drainage issues at present from Lydiard Way. Drains overflow, sewers back up after heavy rain.*
- *My house borders on to one of the fields. There is a ditch that runs right down by my house which in bad weather floods into the field.*

3.8 Comments on layout

There were few comments specifically about the layout, however residents of Comfrey Close are particularly concerned about the proximity of the area of development shown immediately south of the cul-de-sac. Others commented that the spine road should be moved closer to the site boundary. There was a welcome for the reclassification of Drynham Lane.

Sample comments:

- *The houses by Comfrey Close are too near to existing housing. All other existing housing have a much larger area between them and new builds. This should be kept as green space, allotments or a far larger buffer put in place.*
- *I'm pleased to learn that Drynham Lane is being kept for walkers and cyclists only - fixed bollards would be needed to deter speeding cyclists.*
- *A well exists in the farmhouse garden which is working and usable so should be kept as community asset and considered in the building plans. There needs to be more buffers and green space to allow for bats, dormice, deer and other wildlife. We discussed with Simon Coles and Guto Jones about moving the road closer to the edge of the boundary to allow for a buffer between existing houses at Comfrey Close and the new builds, also to allow for the road to be seperated further from existing buildings to allow for more privacy and less noise pollution. A school should be built on White Horse Business Park instead.*

3.9 Facilities

A number of respondents questioned whether adequate medical facilities would be provided to deal with the increase in population. There were also requests for the provision of a pub or local convenience shop as part of the development.

Sample comments:

- *Surely we need a secondary school in Trowbridge and not a primary school. Where are all the primary school children going to come from? Where are all the medical needs going to be met?*

- *School provision is fine - but there is no mention of increase medical facilities (currently difficult as it is).*
- *I am concerned about the lack of facilities for such an increase in population. All medical facilities are on the other side of town.*
- *Can we have a pub please? Wadworths for preference.*
- *Where are provisions for extra doctors, dentists, shops.*

3.10 Cycle links

A number of respondents welcomed the proposed cycle and pedestrian links through the site.

Sample comments:

- *Like cycle links.*
- *Good cycle paths are a must as we encourage children to exercise - good public pathways too!*
- *More cycle routes, footpaths.*

3.11 Other issues

A number of other issues were raised by a handful of respondents, including:

- *What would happen to S106 monies secured from Newland Homes for improvements to the existing play park at Elm Grove recreation ground.*
- *The need for more secondary school provision in Trowbridge*
- *Who would ensure new recreation space is properly maintained?*

Sample comments:

- *Need another secondary school*
- *What happened to the £25k bribe that council rec'd from Newland Homes for new play equipment for Elizabeth Field which hasn't been used and if this plan goes through it means that the permission for old WWDC site was also farcical.*
- *As long as it is maintained and looked after.*
- *But what and who will be responsible for maintaining it?*
- *Secondary school would be more useful. Why have the Council sold the field that was gifted to the people? Secondary education is paramount. What will happen to oversubscribed surgeries? Will we get a new one to cope with the extra demand?*

4. Conclusion

Overall, while the negative response to the proposals from local residents is disappointing, it should be emphasised that opposition was particularly driven by the principle of developing Elm Grove Recreation Ground to provide a school as well as traffic that problems associated with the school entrance. This element has now been removed following an amendment to the allocation by Wiltshire Council. In addition, many negative comments are the standard response that might be expected from those living at an urban edge who are opposed to any development near them. Such opposition takes no account of the site's allocation for housing delivery, or the fact that the allocation was supported by both Trowbridge Town Council and North Bradley Parish Council during consultation on the Wiltshire Housing Site Allocations Plan. Aside from a general opposition to development, there was some significant support for new housing, and particular housing for young families seeking to get a foothold on the property ladder. There are key areas where more work will be required to provide

reassurance to local residents, particularly those concerned about increased traffic through the new development to avoid Bradley Road.

TECHNICAL NOTE ON EXISTING OPEN SPACE

ELM GROVE, TROWBRIDGE

Revision A
25.01.2018

1.0 ELM GROVE OPEN SPACE

1.1 Greenhalgh Landscape Architecture have been commissioned by Coulston Estates Ltd. to compile a technical note on the Elm Grove Open Space.

1.2 Location

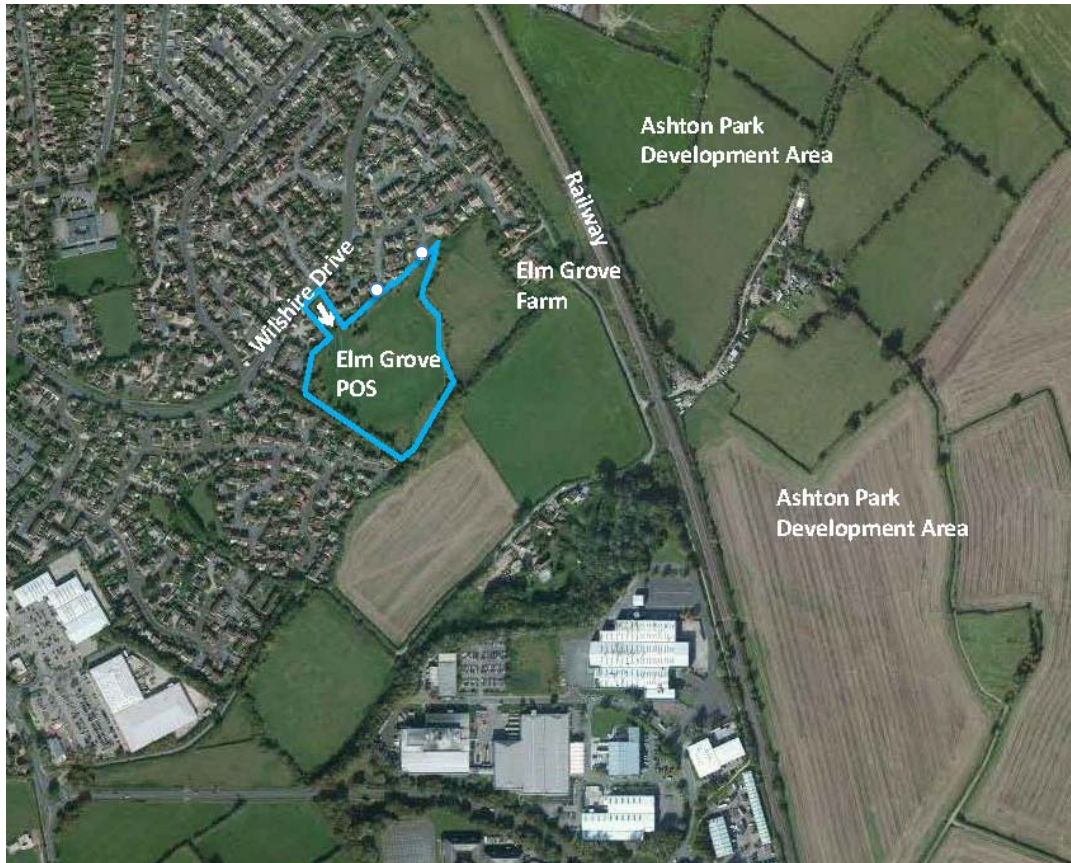


Figure 1. Aerial photo and site boundary

Elm Grove Public Open Space is located on the southern edge of Trowbridge.

To the north and west of the site is established residential areas accessed from Wilshire Drive.

Elm Grove Farm and paddocks are located to the east, with farmland to the south.

The Public Open Space is 2.89 Ha in size (including entrance space from Wilshire Drive).

Generally, the Open Space comprises of grassed surface and boundary vegetation, with an equipped area. Dog walking is allowed within the Open Space. The park provides a local recreation provision.

1.3 Status



Figure 2. plaque at entrance to Elm Grove Open Space

Elm Grove Open Space was designated as a Queen Elizabeth II Field in 2012. The designation is a result of a nationwide project in celebration the Diamond Jubilee of Her Majesty Queen Elizabeth II in 2012, and to note the Olympic and Paralympic Games held in London in that year and the Commonwealth Games held in Glasgow in 2014. The project is to encourage the provision of protected playing fields in communities across the land, and takes inspiration from the King George V Playing Fields, provided for the community in memory of the late King from 1936.

Nationwide, approximately 564 playing fields have been awarded the designation.

1.4 Access



Figure 2. Primary Access from Wiltshire Drive

The open space is primarily accessed from Wiltshire Drive, at the north west corner of the site, via a pedestrian width opening, with maintenance access through a locked field gate. There are two other secondary access points located along the northern edge of the site, leading to Sorrel Close and Campion Drive.

1.5 Boundaries



Figure 3. View looking northwards from the Public Open Space, towards the north-west boundary

of the site.

The north west boundary is defined by the rear gardens of properties on Buckleaze Close, Sorrel Close, and Campion Drive. The boundary is defined by hedgerow, tree groupings and scrub.



Figure 4. View looking south over the public open Space.

The south west boundary is defined by dense vegetation and a drainage ditch, beyond which lie the residential properties on Collingbourne Close and Everleigh Close. Intervisibility is limited along this boundary with only glimpsed views of the roofscape beyond when the vegetation is in leaf.



Figure 5. Looking along the south east boundary of the site, towards the southern corner.

The south east boundary is heavily vegetated , with limited views to the fields beyond.

1.6 Topography

The site is broadly flat with no distinguishing topography, however the site falls from 41 AOD along its north-west boundary towards the ditch that runs along the south east boundary. The top of bank sits at 39.00 AOD.

1.7 Existing play provision



Figure 6. Existing playarea

The existing equipped playarea measures approximately 400 sqm and consists of four pieces of playequipment, one of which is a combination piece of equipment. 1 bin and 2 seating benches are included. The equipped playarea is surfaced in grass, with a timber fence and metal gate perimeter. A single macadam path leads to the playarea.



Figure 7. Existing playarea



Figure 8. Existing playarea



Figure 9. Existing Youth provision and pitch area.

To the south of the fenced playarea, youth provision is supplied in the form of a basketball hoop located in grass surface. The playarea is unlit.

Further south, there is sufficient area for a pitch, however there are no pitch markings and goal posts. The Open Space is used for dog walking, however there are no obvious desire routes through the space.

1.8 Drainage

The Public Open Space has no positive drainage and ground conditions mean that although the fields can accommodate light usage during the summer months, the field is rarely used during the winter months.

1.9 Summary

In summary,

- The Open Space was awarded Queen Elizabeth II Field status in 2012.;
- The Open Space consists of unmarked fields, fenced equipped playarea and basketball hoop although all are located within grassed surface;
- Unlit and therefore limits evening usage;
- Appears to be underused for active recreation due to ground conditions, although used for passive recreation on the form of dog walking.
- The Open Space does not benefit from any passive surveillance from neighbouring houses.

Please forward these comments to the agents .

I refer to the above pre-application enquiry regarding this proposed development of around 257 dwellings and a 2 form entry primary school. As you are aware there have been previous pre-application enquiries regarding this land under which some transport matters have been discussed.

Access arrangements

Previous pre-application responses have provided information on assessment modelling requirements via the SATURN model, and some preliminary modelling work has been carried out. I would expect the development to be served as indicated on the submitted plans by a spine road linking all through the development connecting A363 to Drynham Road at the northern end which will reduce pressure on Bradley Road and provide better likelihood of achieving a through bus route. Such an arrangement will give better accessibility, and will generally provide improved permeability through the relevant areas bearing in mind the likelihood of other developments on this side of the town. The modelling shows that a through route will reduce traffic in the Bradley Road area , and of course increase flows on Drynham Road, Dursley Road towards County Way. There are general improvements shown by the modelling across the whole town network which show that this is the best option for accessing this land. The use of the route for excessive through traffic can be managed by suitable traffic calming on the route and perhaps Dursley Road. The traffic calming would be of horizontal alignment changes, surface texture changes, and road narrowings with priority signing, rather than excessive vertical measures – particularly give the need for the route to be a bus route in due course. The route will need to have greater degree of horizontal alignment changes than indicated given these requirements.

The access from the A363 would need to be a developer funded ghost island right turning lane as indicated.

The mini roundabout at Wiltshire Drive / Drynham Road (plan 1008-009) appears a reasonable form of junction for this location subject to a more detailed design check in due course.

Primary school

From this transport and highway point of view I support the proposed location of the primary school with a single school access from Wiltshire Drive. The school location is better centrally located in relation to the proposed development and the existing residential areas in the Wiltshire Drive area. The new location will improve Non motorised user (NMU) accessibility, reducing car use, and be generally more convenient and accessible compared to the previous location put forward.

I would not favour the possibility of a one-way route through or past the school grounds linking Wiltshire Drive to the proposed development spine road. The arrangement would on occasions be abused giving safety issues. The list of objections to the arrangement (where highway related) at 3.11 of the submitted Transport Note are also relevant.

The school access to Wiltshire Drive would need to be adequate for 2-way traffic, with junction visibility standards being achieved. A traffic calming arrangement with pedestrian and cyclist supporting facilities in the area of the school entrance on the lines put forward at plan 1008/004/B will be important. Some additional Wiltshire Drive traffic calming measures to either side of the school entrance will be required as I would expect a 20mph Zone to be introduced, funded by the developers, past the school entrance. Additionally some new developer funded waiting restrictions at localised sections on existing roads may be required for safety reasons.

The school design should have ability for some parent cars to enter the site, set down / pick up older pupils and exit without turning – which can be useful in reducing the amount of on-road parking.

The parking area indicated on the Master plan near the playing fields should be made available for use by parents, with a good connecting pedestrian link between the parking area and the school.

NMU links

The indicated footpath and cycle links at plan 1008-008 are appropriate, subject to the following:

1. The spine road through the whole development site must have a 2m footway each side throughout.
2. There must be a cycle link (2.5m or 3m) connecting to the other red cycle links on plan 1008-008, through the development connecting to the A363 at the southern frontage. This should connect more to the centre or east part of the A363 frontage and thus is not fulfilled by the proposed Drynham Lane restricted Byway which connects to the existing roundabout.

Transport contributions

It is likely that the development will be required to fund related public transport improvements, and also any traffic capacity issues identified by the TA process will need to be mitigated. Some funding of off-site local pedestrian and cycle links is likely to be required. Access infrastructure and alterations / improvements to Drynham Lane through the development will be secured. Some traffic calming off-site and parking changes on Dursley Road are likely to be required.

See section on Primary School above re possible requirements for works in Wiltshire Drive area relating to the school, including a 20 mph Zone.

Mark Wiltshire

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Sustainable Transport

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