

**Consultee responses**

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
J Wigglesworth	Object	I was under the impression that the strip of land was never to be built on.	The principle of development on this site was established in the Salisbury District Local Plan (adopted in 2003), in Policy H12.	None.
		When the council make comments of at least 120 dwellings they invariably mean there could be more.	The probable maximum density of housing is 50 per hectare (Circular No. 01/2005 encourages a housing density of 30-50 dwellings per hectare). As stated in the brief, based on the site area of 4 hectares the minimum number of dwellings is therefore 120, as stated in the draft Brief, with a theoretical upper limit of 200.	None.
		Excessive and unsafe traffic would be generated.	The traffic impact of this development was taken into account when allocated, with detailed discussions with the highways authority. Appropriate traffic management and calming measures are a prerequisite of any future planning application on the site being approved; the highways authority have been fully consulted on this development brief and raise no objections.	None.
		Why is there a need to create another footpath from A345 to High Street when a parallel one 50m away already exists?	Adequate pedestrian access throughout the site is a prerequisite for new dwellings. The existing footpath that the respondent appears to be referring to (starting opposite no. 828 Netheravon Rd and leading eastwards between Pinckney's Way, Downland Way and Willow Drive) is between 170 and 200 metres from the route of the proposed pedestrian route through the development.	None.
		Is the proposed feature square necessary when each section appears to have its own square?	The proposed feature square is intended as a defining central feature of the development as a whole. The areas within the different sectors of housing illustrated on Plan 8, whilst roughly square, are only indicative and would most likely comprise of gardens, garaging and car/pedestrian access.	None.
		Does "higher density" building mean shops or flats? - If shops, an area of Willow Drive was designated which is empty for this purpose.	"Higher density" refers to dwellings and is likely to encompass flats, maisonettes or "town houses": the development will not include any retail.	None.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		What is to become of the "Red House"?	It is proposed that the curtilage of the listed building is defined and reinstated through enclosure by walls. The other office units within the curtilage would be removed. The Red House itself would continue to be used as offices.	None.
		What is the historic interest of the "Red House"?	The Red House has been listed since 1988. For information, the listing reads as follows "Mid C18, heightened and refaced late C18. Flemish bond brickwork with slate roofs. Two storeys and cellar, front of 5 bays. Central pair of half-glazed doors with overlight in panelled reveal. Portico of Doric pilasters with entablature, restored 12-paned sashes with gauged brick lintels. Rear wing of 3 bays, extended by 1 bay beyond gable stack. Central 6-panelled door with triangular canopy on brackets. Sixteen-paned sashes."	None.
		The High Street will need traffic calming and parking restrictions, which will need to be enforced before development proceeds. There is little or no pavement at point of access to this development.	The brief outlines the traffic calming measures and pavement on the High Street, which have been approved by the highways authority.	None.
		Is there a need to reinforce the boundary at its southern edge? Would it not be better to embrace the northern edge of Pinckney's Way (Willow Drive) and allow pedestrians access to the Public right of way?	Adequate screening between the new site and the existing houses is considered desirable in order to protect the visual amenity of the existing houses, partly through the use of existing vegetation. Pedestrian access between the development and any rights of way to the south will be via Maple Way.	None.
		I fail to see how a development of this size can contribute towards essential services such as Education and Community Facilities. Surely it will add to the cost.	A contribution from the developer will be secured via a Section 106 Agreement, which amounts to a set payment per dwelling to offset costs for the additional demand on schools. Positive feedback has been received from the Head of Durrington Infant School. R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish. Furthermore as indicated in the Brief, the relevant utility companies have confirmed that there is sufficient gas, electricity and sewage capacity to service the proposed development on the site.	Wording of DP12 around R2/R4 contributions amended to give more detail.
		This consultation must have been expensive.	The costs, aside from officer time, are borne by the landowner. Consultation is a necessary part of the planning process.	None.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		This consultation is unlikely to throw up a significant response to show the real problems of this development to the existing community. The public usually complain after or when it's too late.	The consultation has been comprehensively advertised and offers any individual or organisation the opportunity to comment, ask questions or make suggestions at an early stage in planning the future of this site. As such it is intended that potential problems are overcome prior to development work being carried out.	None.
		Traffic problems elsewhere in Durrington need to be addressed.	Any such issues are beyond the scope of the development brief for this site.	None.
<b>I Robinson</b>	Neutral	Exit to Netheravon Rd on a bend is dangerous. A roundabout would be better.	It is agreed following consultation that the roundabout option (indicated in Appendix C of the consultation version of the Brief) is preferable overall, and therefore this will be sought.	Appendix C amended.
		Crossing the Netheravon Rd is dangerous.	A pedestrian crossing traffic island will be built as part of works to create a roundabout at the access to the site from Netheravon Rd.	None.
		If possible the allotments should be fenced in, so as to be vandal-proof.	The allotments will conform to reasonable standards such as this.	None.
<b>R Williams</b>	Neutral	No more houses.	The principle of a residential development on this site was established in the Local Plan (Adopted June 2003), which was subjected to the full statutory process including inquiry and inspection.	None.
		Would like to see a café and cinema.	R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.
<b>R Kennerson</b>	Neutral	No more houses; there are enough.	The principle of a residential development on this site was established in the Local Plan (Adopted June 2003), which was subjected to the full statutory process including inquiry and inspection.	None.
		Would like to see a café or somewhere warm to go.	R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.
<b>S Sturgess</b>	Neutral	No more houses.	The principle of a residential development on this site was established in the Local Plan (Adopted June 2003), which was subjected to the full statutory process including inquiry and inspection.	None.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		More stuff for young people to do to get us off the street. Would like to see a café or somewhere fun and warm to go.	R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.
<b>B Connor</b>	Neutral	Would like to see a café at the church.	R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.
<b>A Williams</b>	Object	No more houses	The principle of a residential development on this site was established in the Local Plan (Adopted June 2003), which was subjected to the full statutory process including inquiry and inspection.	None.
		Would like to see café or discos.	R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.
<b>K Williams</b>	Unstated	There will not be enough room to build facilities for kids to get them off the streets. Would like to see café, discos and somewhere to get out of the cold.	R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.
<b>D &amp; C Johnson</b>	Unstated	Pedestrian footpath around bottom of High Street to join Ridgemount.	Due to space constraints the footpath on the eastern side of the High Street can extend only as far south as 22 High Street.	None.
		Worried about impact on schools with the extra children.	A contribution from the developer will be secured via a Section 106 Agreement. This amounts to a set payment per dwelling to offset costs for the additional demand on schools. Positive feedback has been received from the Head of Durrington Infant School. R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		There is a minimum of 120 houses but what is the maximum?	There is no ceiling on the number of houses, however the probable maximum density of housing is 50 per hectare (Circular No. 01/2005 encourages a housing density of 30-50 dwellings per hectare). Based on the site area of 4 hectares the minimum number of dwellings is therefore 120, as stated in the draft Brief, with a theoretical upper limit of 200.	None.
		Road in Hackthorn and around Church is not wide enough.	This road is outside of the scope of the Brief, and given that the development will have its own access to the A345, no significant traffic increase is anticipated in this area.	None.
		Footpath in Maple Way is not needed.	<p>The footpath is considered a desirable aspect of the development because:</p> <ul style="list-style-type: none"> <li>• It helps to integrate the new development into the village and prevent it from being an isolated enclave;</li> <li>• It improves pedestrian access between the existing parts of the village and the allotments</li> <li>• It improves pedestrian access between the new development and services in the village to the south and southeast of it.</li> <li>• Overall there is less of a necessity for car use on short journeys.</li> </ul>	None.
<b>P Wheeler</b>	Neutral	Concern over any movement of the allotments, and their proposed new location on the plan, which is obscured by trees.	In response to consultation, to reduce shading issues on the allotments, the siting will be to the north of the access road between the development and the A345.	Plan amended to indicate the change of allotment siting.
		What are the time scales from the end of this consultation?	The period of public consultation on the brief ran for six weeks between 16 February and 31 March 2006. It has then been redrafted to take account of consultees' responses. The Northern Area planning committee, and subsequently the Cabinet, will consider final versions of the brief in late Spring / Summer 2006, when councillors will vote on its adoption as Supplementary Planning Guidance. This means that any planning applications on the site would be required to observe and adhere to the requirements laid out in the Brief in order to have their proposals accepted. We do not know when an application will be submitted, but once one is it takes the Council 2-3 months to consider. If approved the applicant would have to commence works within 3 years of the decision.	None.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		What provisions are there to make the new allotment site into mature and productive soil similar to the existing ones: i.e. weed-free, full of nutrients and fairly secure? More houses would mean more children/adults to pilfer and destroy crops. The allotment area should be sited on the Public Open Space to the north of the access road from the A345.	The allotment provision will be of an equal or greater quantity and quality than the existing, ensuring adequate light, sufficient car parking, and other necessary facilities such as perimeter fencing and water supply. Details beyond these principles will come at the planning application stage when further dialogue with the allotment holders will take place.	More detail on the resiting of the allotments given. Plans amended to indicate the change of allotment siting.
		Any open areas where ball games can be played should not be co-located to the allotment area.	The allotments will be separated from other open areas by the access road from the A345.	None.
<b>J Andrews (Head of Durrington Infant School)</b>	Support	Fully support the application. Look forward to increased numbers on roll and a contribution towards building costs if required. However it should be remembered there are split sites for Infant and Junior children, so 2 buildings are affected.	Noted.	None.
<b>L Bruce</b>	Support	No comments.	No comments.	None.
<b>S Pamby</b>	Neutral	There needs to be a secure boundary between allotments and Public Open Space to ensure they are secured from vandals. Would like to see an adequately fenced incinerator or designated area for burning garden rubbish from allotments Ensure any fixed play equipment in Public Open Space is away from allotment boundary to reduce risk of vandalism/ theft. Adequate parking is required for allotment holders.	In response to consultation, to reduce shading issues on the allotments, the siting will be to the north of the access road between the development and the A345. The allotment provision will be of an equal or greater quantity and quality than the existing, ensuring adequate light, sufficient car parking, and other necessary facilities such as perimeter fencing and water supply. Details beyond these principles will come at the planning application stage when further dialogue with the allotment holders will take place.	More detail on the resiting of the allotments given. Plans amended to indicate the change of allotment siting.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
<b>T Allen</b>	Object	Durrington's development has been appalling and there is no heart or centre; all developments have been bolted on, and this is another bolt-on of cheap affordable housing which will not contribute anything to the village.	It is acknowledged that the development of Durrington over many decades has been rather piecemeal. However this brief aims to ensure that development on this site is carried out to the highest standards, integrating well with other parts of the village as well as creating its own sense of place. Any development on this site will be expected to uphold the highest standards of design – as detailed in the design guide, "Creating Places", which is available to view on the Council website. The Durrington Parish Plan has identified more affordable housing as an aspiration. Affordable housing is a requirement since Salisbury district is within the top 20 most 'unaffordable' districts nationwide. It has known benefits to communities including increased economic vitality, as well as helping less wealthy local people to remain in the area, or return to it.	DP6 and DP3 amended.
		Concern over capacity of local schools: the development will attract first-time buyers, which will result in dramatic increase of children.	A contribution from the developer will be secured via a Section 106 Agreement. This amounts to a set payment per dwelling to offset costs for the additional demand on schools. Positive feedback has been received from the Head of Durrington Infant School.	None.
		There are few facilities for youngsters hence police presence has increased over the years.	R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.
		Would like to see character homes built; create a centre of character for the village with community hall, shops, café etc.	Any development on this site will be expected to uphold the highest standards of design – as detailed in the design guide, "Creating Places", which is available to view on the Council website.	Strengthen wording around design to reflect the adoption of this as SPD.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
<b>M Allen</b>	Object	<p>Do not want the allotments to be moved. If the allotments have to be move:</p> <ul style="list-style-type: none"> <li>• The new site should be like-for-like in terms of: access from village, security, parking, quality of soil, water, pathways, and sheds.</li> <li>• There should be continuous allotments available, in acceptable location with acceptable quality of land.</li> <li>• Inform allotment holders of changes</li> <li>• Have an acceptance process to agree quality of land; a neutral body could do this.</li> </ul>	In response to consultation, to reduce shading issues on the allotments, the siting will be to the north of the access road between the development and the A345. The allotment provision will be of an equal or greater quantity and quality than the existing, ensuring adequate light, sufficient car parking, and other necessary facilities such as perimeter fencing and water supply. Details beyond these principles will come at the planning application stage when further dialogue with the allotment holders will take place.	More detail on the resiting of the allotments given. Plans amended to indicate the change of allotment siting.
<b>H Smith</b>	Neutral	Where are the replacement allotments to be situated? The replacement allotments should be fenced off. Will there be provision of car parking and water supply for the allotments? The proposed site by the A345 is unsatisfactory for growing produce due to shading by the line of trees; also the trees take moisture away from the ground in this proposed site.	In response to consultation, to reduce shading issues on the allotments, the siting will be to the north of the access road between the development and the A345. The allotment provision will be of an equal or greater quantity and quality than the existing, ensuring adequate light, sufficient car parking, and other necessary facilities such as perimeter fencing and water supply. Details beyond these principles will come at the planning application stage when further dialogue with the allotment holders will take place.	More detail on the resiting of the allotments given. Plans amended to indicate the change of allotment siting.
<b>S Kerley</b>	Neutral	The houses are queer.	The houses will be required to conform with the Council's guidance on design, called 'Creating Places', which sets a range of criteria and high standards for development in the district.	Strengthen wording around design to reflect the adoption of this as SPD.
		Would like to see café and cinema	R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.
<b>D Osborne</b>	Neutral	Detailed representation outlining light pollution issues (including nuisance, sky-glow and glare) and stressing the importance of taking these into consideration in the lighting scheme of any development on this site.	Light pollution will be kept to a minimum, as indicated in DP4.	None.



Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
<b>D Symes</b>	Neutral	Pedestrian island in A345 is directly outside entrance to our property and hence prevents the right turn; would therefore like to see it moved.	It is agreed following consultation that the roundabout option (indicated in Plan C of the Appendix) is preferable overall, and therefore this will be sought. This option does not result in a traffic island in the location that the consultee finds problematic.	Amend brief to reflect this.
		Concern over security of surrounding fields; would like to see durable 6-foot fencing by the fields to protect livestock from potential harm i.e. from youths and dogs.	Such height of fencing would be expected to be in place to the north of the development site, however details would form part of an application and not this Brief.	None.
<b>Wiltshire County Council (Department for Children &amp; Education)</b>	Neutral	Based on 120 dwellings, Durrington Infants School and Avon Valley College could accommodate forecast increased number of children; Junior School could not without expansion of capacity. 120 houses are forecast to generate 37 primary pupils (12 at infant and 25 at junior level) and 26 secondary age pupils, based on 0.31 and 0.22 pupils per house at primary and secondary level respectively. Developer contributions would be sought at £10,372 per primary place and £15,848 per secondary place, via a Section 106 agreement. These figures are indicative, and a detailed assessment would be carried out once a planning application is submitted, to take account of any changes to the number or mix of houses proposed. A need for extra places at infant and secondary level may result if more than 120 houses are decided upon.	Noted.	Any application on the site will be subject to a Section 106 agreement to ensure that adequate contributions are made by the developer for the additional school places which will be required as a result of new houses.
<b>Salisbury Design Forum</b>	Neutral	More analysis is required to show how site relates to historical development of Durrington and how usages on the site have developed over time. Being set back away from surrounding street frontages, the site will be hidden away and will therefore need to set out to create its own sense of place. Brief should be more explicit on the qualities to be achieved and about the design and character of the proposed development. Ways of linking the development into the existing surrounding area should be further explored, including how connections could be made to possible future developments on adjoining sites.	Any development on this site will be expected to uphold the highest standards of design, and engender a sense of place – as detailed in the design guide, "Creating Places", available to view on the Council website.	Revised brief gives more detail, particularly more relevant design elements sought as architectural references.

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<b>D Sheppard</b>	Neutral	Would like to see a left-turn only on to A345; the proposed roundabout will be obtrusive to existing house to West of A345, also lighting.	It is agreed following consultation that the roundabout is preferable overall, and therefore this will be sought.	Amend Brief to reflect this.
		Would like a “no waiting” for vehicles each side of entrance / exit to High St, and allow houses to park on estate for perhaps 100m	Noted, however the traffic calming measures indicated in the Brief have been approved by the highways authority and are considered adequate.	None.
		High-density housing needs to be limited in height to 2.5 – 3 storeys.	As stated in the brief, is considered that dwellings of up to 3 storeys in height could be appropriate in parts of the development without impinging upon the surrounding area.	None.
<b>M Morgan</b>	Neutral	Thought should be given to traffic calming in the High Street, to curtail to speed of all traffic.	The traffic calming measures indicated in the Brief have been approved by the highways authority and are considered adequate.	None.
		It is essential to have a roundabout on Netheravon Road for the safety of leaving the site, to enforce existing speed limits, and to benefit residents of Netheravon Rd.	It is agreed following consultation that the roundabout option is preferable overall, and therefore this will be sought.	Amend Brief to reflect this.
<b>A McNee</b>	Object	How will houses be allocated (including 30%)?	The allocation of the 30% affordable element will be in line with the SPG on Affordable Housing (available to view on the Council website), with the remaining 70% being sold on the open market.	DP6 and DP3 amended.
		Why has the Red House suddenly become of significance?	The Red House has been listed since 1988. The listing description indicates that it is mid-19 <sup>th</sup> century, heightened and refaced in the late 18 <sup>th</sup> century. Flemish bond brickwork with slate roofs. Two storeys and cellar, front of 5 bays. Central pair of half-glazed doors with overlight in panelled reveal. Portico of Doric pilasters with entablature, restored 12-paned sashes with gauged brick lintels. Rear wing of 3 bays, extended by 1 bay beyond gable stack. Central 6-panelled door with triangular canopy on brackets.	None.

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		What are the financial limits of the contributions to essential services, education and community, and how will it be used?	<ul style="list-style-type: none"> <li>• Via a Section 106 agreement, indicative developer contributions would be sought at around £10,000 per primary place and £15,000 per secondary place, based on 0.31 and 0.22 pupils per house respectively.</li> <li>• The R2 policy of the Local Plan requires that a fee be paid for each dwelling built, and this money is for the relevant Parish Council to spend on new outdoor sport and recreation facilities. Current fees are £759, £1191, £1623, and £2002 respectively for 1,2,3, and 4+ bedroom houses, 5% of which goes towards administration.</li> <li>• Under the R4 policy, the Council will seek developer contributions towards indoor community or leisure facilities (there is no particular formula for this and figures are arrived at based on negotiation and the identifiable local need)</li> </ul>	Wording of DP12 around R2/R4 contributions amended to give more detail.
		Would like to see public enquiry into why this is being treated in the manner that it is by the MOD and SDC, which is a recipe for disaster.	An inquiry into the local plan was held in 2000 where the principle of this site was debated. The local plan inspector agreed that the site should be allocated for development. The policy states that a development brief will be prepared for the site.	None.
<b>D &amp; S Capewell</b>	Neutral	Objections to High St proposals of traffic lights in a Conservation Area.	This option is not now being pursued. The traffic calming measures indicated in the Brief have been approved by the highways authority and are considered adequate.	None.
		Roundabout access from A345 may help to calm speeding.	It is agreed following consultation that the roundabout option is preferable overall, and therefore this will be sought.	Amend Brief to reflect this.
<b>L Penny</b>	Object	Objection to more housing in general; concerned over spoiling the church side of the village, which is the most quiet and unspoilt area in Durrington.	The principle of a residential development on this site was established in the Local Plan (Adopted June 2003), which was subjected to the full statutory process. The Durrington Parish Plan has also identified more affordable housing as an aspiration. The site will be expected to be respectful of the conservation area and conform to the highest standards of design in line with the "Creating Places" SPG.	None.
		120 houses would increase traffic problems on the narrow village roads.	These issues were taken into account when the site was allocated in the Local Plan. The highways authority is satisfied that with the proposed modifications to the road network, there is sufficient capacity to accommodate the additional demand safely.	None.

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		Traffic should be encouraged to use the A345 rather than the High St.	Point noted however it is considered necessary to provide two means of access to the site.	None.
		Concerns over recreational areas attracting unruly youths, increasing noise levels.	This is speculative; the principle of the recreational land was set in the Local Plan.	None.
<b>J Greville</b>	Neutral	Concern over potential for unacceptable levels of traffic being generated by the proposal. Do not lose sight of efforts to prevent a rat-run – i.e. through having a winding road with traffic bumps etc.	Noted. The layout of the roads and traffic calming measures are designed so as to minimise through-traffic of non-residents.	None.
		The conservation area must not be denigrated. High-density housing should not be amassed near to it.	The highest-density housing has been sited towards the centre of the site the site to minimise the impact on the conservation area. The site will be expected to be respectful of the conservation area, and conform to the highest standards in line with the "Creating Places" SPG.	None.
		Social / affordable housing should be spread evenly across the development – in groups of 4-6 and not put together.	The distribution of affordable housing will be in line with the adopted SPG on this topic (published on the Council's website). The principle is to create a balanced social mix and to prevent the creation of affordable housing "ghettoes", although it is not generally possible to create groups as small as this: 8 and 20 dwellings are the upper and lower limits on a large site such as this.	DP6 and DP3 amended.
		Allocation of allotments needs attention. I understand they could be moved to a less shady site.	In response to consultation, to reduce shading issues the proposed new siting of the allotments will be to the north of the access road between the development and the A345.	Amendment to plan to indicate the change of allotment siting.
		The A345 is a dangerous road and here is an opportunity to improve this. I favour the roundabout suggestion, to slow cars down.	It is agreed following consultation that the roundabout option (indicated in Appendix C of the consultation version of the Brief) is preferable overall, and therefore this will be sought.	Amend Brief to reflect this.
<b>C Rooney (Divisional Police HQ)</b>	Support	I am keen that the entrance to the site from the A345 is not used as a rat-run.	The layout of the roads and traffic calming measures are designed so as to minimise through-traffic of non-residents.	None.
		I note from p.23 that the layout will conform to 'Secured by Design' (SBD) standards, and would be keen to be involved early in the planning stages. I would like to see a full application for SBD for the entire site, including affordable housing.	Noted.	None.
<b>J Usher (Sustrans)</b>	Neutral	There is a gap between Amesbury and Durrington in route 45 of the National Cycle Network, and this development	In terms of route 45, WCC considers the priority to be addressing the sub-standard link from the A345 Durrington roundabout southwards to	None.

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		would be an ideal opportunity to secure an off-road route through Durrington.	Amesbury which has no footpath/cyclepath. There will however be footpaths/cycle ways linking the development with the wider area.	
<b>F Kemp (Wiltshire Fire Brigade)</b>	Neutral	Fire safety measures for consideration within the proposed development: 1. Fire appliance / firefighting access. 2. Water supplies for firefighting. 3. Domestic sprinkler protection.	Noted. Such standard considerations would be a consideration at the planning application stage.	None.
<b>P McNee</b>	Object	Very strong objection: plan is badly thought out, vague and inadequate, building on yet another Greenfield site in what is supposedly a historic conservation area. This is all that remains of the old village, which has spread through indiscriminate planning. There is no reason with there being very little local employment in Durrington; development is totally unnecessary.	The principle of a residential development on this site was established in the Local Plan (Adopted June 2003), which was subjected to the full statutory process including public inquiry. Being adjacent to the conservation (though not within it), the site will be expected to be respectful of the historic setting, conform to the highest standards of design in line with the requirements of the "Creating Places" SPG.	None.
		Objection to any access between the new estate and the High St, which is already oversubscribed and narrow: the proposed traffic arrangement is unplanned and inefficient and will never work.	The highways authority is satisfied that with the proposed modifications to the road network including access both to the A345 and the High Street, there is sufficient capacity to accommodate the additional demand safely.	None.
		The brief is vague on how the setting of the Red House will be improved/enhanced.	The purpose of the brief is to set out the principles for future development on the site: details on these enhancements would form part of a planning application.	None.
		How will this estate contribute to the essential local services except add a further burden to existing services?	A contribution from the developer will be secured via a Section 106 Agreement. This amounts to a set payment per dwelling to offset costs for the additional demand on schools. Positive feedback has been received from the Head of Durrington Infant School. R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.
		Sewage, electricity and water are oversubscribed already.	The relevant utility companies have confirmed that there is sufficient gas, electricity and sewage capacity to service the proposed development on the site.	None.
		Why no public enquiry?	The principle of a residential development on this site was established in the Local Plan (Adopted June 2003), which was subjected to the full statutory process including public inquiry.	None.

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		Rat-runs will develop towards the new Sainsbury's store and schools.	Traffic calming measures and the circuitous road route through the development will minimise through traffic.	None.
		Doctor's surgeries already full.	South Wiltshire Primary Care Trust has indicated that existing GP facilities in Durrington would be capable of accommodating the additional use brought by the development.	None.
		Very vague descriptions of quantity, density and quality of houses being built.	The purpose of the brief is to set out the principles and broad parameters for the future development on the site: a planning application – on which there will be more consultation – would be required to provide details and conform to these principles.	None.
		Who is going to police this new development? Very little police presence in the village already and vandalism is frequent.	The police have provided positive feedback. The site will conform to 'Secured by Design' standards whose purpose is to build crime prevention measures into the design of developments in order to reduce opportunities for crime, minimise fear of crime, and create a safer and more secure environments. The police have raised no objections to the brief. R2 and R4 monies contributed by the developer, providing funding towards community recreational and leisure facilities in the parish, will be sought to mitigate such issues.	None.
<b>J Belza</b>	Object	Overall plans appear well thought out however it is unclear how 120 houses are to be fitted into such a small area. There should be no high-density housing, only low to medium density. The areas of high density will contain small units crammed together which will be out of keeping with the surrounding area: will these become the slums of the future?	The purpose of the brief is to set out the principles and broad parameters for the future development on the site: a planning application would be required to provide details and conform to these principles, including the specific distribution and density of the housing. The principle is to create a balanced social mix and to prevent the creation of affordable housing "ghettoes", although it is not generally possible to create groups as small as this: 8 and 20 dwellings are the upper and lower limits on a large site such as this.	DP6 and DP3 amended.
		Re: access from the A345. If this is to be a T-junction, which would be the cheapest option, the speed limit on A345 from Stonehenge roundabout to the cemetery should be reduced to 30mph. Exit from Hackthorn Rd to A345 is already difficult and dangerous.	It is agreed following consultation that the roundabout option (indicated in Appendix C of the consultation version of the Brief) is preferable overall, and therefore this will be sought. Further alterations to manage traffic on the A345 are beyond the scope of this planning brief.	Brief amended to reflect this.
<b>S Edwards (English Nature)</b>	Neutral	No comments or objections at this stage however as a statutory consultee we would expect to be consulted on any planning application.	Noted.	None.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
<b>C Ferguson</b>	Object	Extra traffic on the narrow High Street will cause accidents, worsening existing problems. Most vehicles going into the village would use the shortest route, i.e. the High Street. Problems are also worsened by parking for events at the Church, and by traffic going to the Sainsbury's. How can this already busy narrow road with no consistent footpaths possibly sustain another huge influx of traffic. High Street should be either one- way or designated as 'pedestrian priority'. Hedging should be trimmed to create more space for walkway. Any one-way system would have to be thought through in conjunction with Church Street.	The highways authority is satisfied that with the proposed modifications to the road network including access both to the A345 and the High Street, there is sufficient capacity to accommodate the additional demand safely. The layout of the roads and traffic calming measures are designed so as to minimise through-traffic of non-residents.	None.
		Plot of land opposite West End Manor could become church car park.	This is beyond the scope of the development brief for the MOD site.	None.
		I propose a recreational park on the area with trees and seating.	The land immediately to the west of the MOD site, and southwards by Netheravon Road is designated under the Local Plan for recreational use.	None.
		Allotments are currently in a good secluded location and the move will involve upheaval and greater risk of vandalism/theft.	By relocating the allotments from the centre of the site to the edge it is possible to develop the site in a more effective way. There will be continuity of use of the allotments and the new site will conform to all reasonable standards.	None.
		More than 50% of the proposed housing is 'Greenfield' and this will be a blow to the many endangered and rare species of butterflies and birds.	English Nature has been consulted and did not raise any such objections or observations.	None.
		MOD stewardship of the Red House has been poor; e.g. colour, paint.	It is one of the stated aims of the Brief that the redevelopment of the site will improve the setting of the Red House.	None.
		The A345 is dangerous; vehicles do not obey 40mph limit; pavement is narrow.	Matters relating to the A345, other than the access into the site, are beyond the scope of the Brief. The roundabout option which is to be favoured will include the installation of features such as crossing points which will improve the overall safety of the road.	None.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		Following large infill developments elsewhere the infrastructure of sewage, water and schools is at its limit.	A contribution from the developer will be secured via a Section 106 Agreement. This amounts to a set payment per dwelling to offset costs for the additional demand on schools. Positive feedback has been received from the Head of Durrington Infant School. R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish. Furthermore as indicated in the Brief, the relevant utility companies have confirmed that there is sufficient gas, electricity and sewage capacity to service the proposed development on the site.	Wording of DP12 around R2/R4 contributions amended to give more detail.
		There are already problems with bored youngsters vandalising property.	The police have raised no objections to the brief. R2 and R4 monies contributed by the developer, providing funding towards community recreational and leisure facilities in the parish, will be sought to mitigate such issues.	Wording of DP12 around R2/R4 contributions amended to give more detail.
		This proposal to change the pleasing character of old Durrington would ruin the one 'pretty' end of our village.	Being adjacent to the conservation (though not within it), the site will be expected to be respectful of the historic setting, and conform to the highest standards of design and the requirements of the "Creating Places" SPG.	None.
<b>D Ferguson</b>	Object	The site should remain as it is for local employment. Durrington needs jobs, not more houses to make it a dormitory village. The development is contrary to principles of sustainable development, e.g. reducing the need to travel by private car, and increasing local employment. Defence Estates has been incentivised to sell the land and move part of its operation elsewhere, which removes local employment and requires local workers to drive to this new location. If planning permission is denied, Defence Estates is less likely to move and there will be a lack of funds to move this facility.	The principle of a residential development on this site was established in the Local Plan (Adopted June 2003), which was subjected to the full statutory process including inquiry and inspection. The Durrington Parish Plan has also identified more affordable housing as an aspiration. The Red House will continue in employment (office) use. There is an identified need in the area for housing, including affordable housing. Part of the reason for the allocation of the site was the brownfield element. Durrington is considered a sustainable location given its regular bus services and the range of opportunities for employment and services that exist in the local vicinity (including other large local settlements of Amesbury, Bulford and Larkhill).	None.



Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		This is an important open space and one of the most scenic, tranquil areas of Durrington, which is enjoyed by many residents. The proposal is mediocre, and does not respect the adjacent conservation area, the Red House, or Durrington Manor.	Being adjacent to the conservation (though not within it), the site will be expected to be respectful of the historic setting, and conform to the highest standards of design. Public open space to the west and south west of the development site is being redeveloped.	None.
		The development will result in 120 to 240 vehicles, placing a burden on narrow local roads, particularly at peak periods. The High Street is narrow and the increase in vehicles and pedestrians is hazardous. Speeding is commonplace on A345 and increased traffic increases risk of accidents. Suggest 20mph limit on High St and 30mph on A345 between roundabout to the south and Hackthorn junction. The measures for traffic control on the High Street would result in other problems. Suggest reversion to previous Local Plan which stipulated pedestrian-only access on High Street. Further vehicle access would worsen an already dangerous and narrow road.	The traffic impact of this development was taken into account when allocated, with detailed discussions with the highways authority. Appropriate traffic management and calming measures are a prerequisite of any future planning application on the site being approved; the highways authority have been fully consulted on this development brief and raise no objections. Matters relating to the A345, other than the access into the site, are beyond the scope of the Brief. The roundabout option which is to be favoured will include the installation of features such as crossing points which will improve the overall safety of the road.	None.
		Events such as weddings and funerals create traffic problems due to heavy parking. This issue is worsened as a result of loss of parking on the Defence Estates site, and the increase in vehicles.	Church parking is a matter beyond the scope of this brief. The Defence Estates site has been private ownership and there is no right for its use as parking for the general public.	None.
		Development on this site would remove an important wildlife habitat.	English Nature has been consulted and did not raise any objections or observations.	None.
		Most of the site is Greenfield, on which no further building should take place.	Noted, however much of the site that is currently greenfield will remain as open space. The principle of a residential development on this site was established in the Local Plan (Adopted June 2003), which was subjected to the full statutory process including a public inquiry.	None.
		Social housing would add to Durrington's existing social problems e.g. vandalism and speeding: if present problems cannot be controlled then it appears reckless to have a larger population of social housing. Factory site on Bulford Rd was replaced with 100% social housing; why is another high-density development with social housing now being proposed?	There is a need for affordable housing in the area, and this site will help deliver this, in a mixed development with dwellings for private sale. The Durrington Parish Plan has also identified more affordable housing as an aspiration. Traffic-calming measures form part of the brief and the Police have not raised any objections.	None.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		Infrastructure barely able to cope with existing population, e.g. schools, medical support, and utilities. In the proposals there is scant mention of these. It is easy for a developer to offer a single payment; the long-term bill rests with current and future residents of Durrington.	As indicated in the Brief, the relevant utility companies have confirmed that there is sufficient gas, electricity and sewage capacity to service the proposed development on the site. South Wiltshire Primary Care Trust has also confirmed that there is the capacity for GP surgeries to accommodate the additional demand. R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.
		Potential 3-storey properties in the 'higher density' element of the development would be unacceptable in skyline terms, detracting from the Conservation Area.	Dependent upon the design, siting and materials of the proposals, buildings of such height could be appropriate to the locality and respect the Conservation Area. (the details of which would be provided at the planning application stage)	None.
		A recent planning application to demolish a timber house at the entrance to the DE site should have been taken into consideration, and has not been.	Regard has been had to the applications on this site to demolish the timber house and replace with new dwellings, particularly around parking issues. At the time of writing, no planning applications had been determined.	None.
		There is no mention of building materials of the new development. Any build should respect the character of the area and blend into the locality with the use of clay tiles, flint and mellow brick.	It is agreed (and indeed noted in general terms in the brief) that materials throughout should respect the character of the vicinity, particularly the conservation area. Any application must also meet the standards of the "Creating Places" design guide SPG which requires the use of appropriate materials and respect for vernacular traditions.	None.
		There is no mention of parking spaces/garaging. Vehicle issue requires careful consideration and should not rely on roadside parking. To address crime issue, adequate and secure off-road parking, preferably garaging, is required at 2+ cars per property.	The car parking requirements are set out in Appendix 5 of the Local Plan. The levels required are (for dwellings up to 4 bedrooms) 2 per unit plus 1 per 5 units, or (for 5-bedroomed dwellings and above) 3 per unit plus 1 per 5 units. Whether properties have garages is a detailed matter that will be addressed at the planning application stage, taking into account the principles of "Secured by Design" whose purpose is to build crime prevention measures into the design of developments in order to reduce opportunities for crime, minimise fear of crime, and create a safer and more secure environments.	None.
<b>S Potter (Durrington Rangers FC)</b>	Neutral	The village needs additional recreational areas due to population growth resulting from such developments as this. Could a Mini Soccer pitch for children be considered as part of the public open space? The recreation Ground in Durrington is dominated by adult teams and cannot	The detail of how public open spaces are utilised is beyond the scope of this brief. However the Parish Council, which has a greater role in managing the use of recreational land, may consider such a facility (and indeed potentially make use of R2 monies stemming from this development).	None.

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		accommodate such a facility; teams currently have to play outside of the village.		
<b>J Davis</b>	Object	Reduction in market value of existing properties.	This is not regarded as a material planning consideration.	None.
		Invasion of privacy; new properties are at a higher level and hence will overlook existing properties. New buildings and screening will reduce amount of daylight enjoyed by adjacent properties.	Amenity issues will be taken into consideration at the planning application stage when sufficient details will be available to make judgement on these matters.	None.
		Increased traffic on the High Street and an additional junction on the A345.	The highways authority is satisfied that with the proposed modifications to the road network, including access both to the A345 and the High Street, there is sufficient capacity to accommodate the additional demand safely. Access is necessary to the A345 in order to avoid creating excessive traffic on the High Street, and the roundabout option will be the safest and most effective.	None.
		Additional residents with young families without provision of additional facilities.	A contribution from the developer will be secured via a Section 106 Agreement. This amounts to a set payment per dwelling to offset costs for the additional demand on schools. Positive feedback has been received from the Head of Durrington Infant School. R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.
		Change of use from agricultural storage to residential will have detrimental impact on the area. Additional noise as the current use is only generally active from 8AM to 5PM on weekdays.	These issues were taken into consideration at the allocation stage in the Local Plan. Every effort is being taken to ensure high quality of design, materials, layout and so on in order that the site will have as positive an impact on the area as possible.	None.
		Introduction of high-density properties into an area where no such property currently exists.	The proposed density of development is based upon government policy requirements and has been conceived in a way that seeks to maximise harmony with the existing housing.	None.
<b>A Chant / M Chant</b>	Neutral	Access between the development and the A345 should be restricted to emergency vehicles only. A345 is fast road with 40mph limit. Cutting back of trees to the north of the junction should start at Hackthorn Corner; even then visibility would be impaired due to contours of the land. Only safe access option would be to have dual carriageway with no right turn at exit from the site.	Access is necessary to the A345 in order to avoid creating excessive traffic on the High Street, and the roundabout option will be the safest and most effective. It is agreed following consultation that the roundabout option (indicated in Appendix C of the consultation version of the Brief) is preferable overall including on grounds of safety, and therefore this will be sought.	Amend Brief to reflect this.

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		Due to the housing density, access to the development is potentially hazardous to residents of existing ex-MOD housing built before cars were owned by lower income people; all of the new houses will have 2+ cars each.	The highways authority is satisfied that with the proposed modifications to the road network, including access both to the A345 and the High Street, there is sufficient capacity to accommodate the additional demand safely.	None.
		Main road through site should not go through middle of square housing block – would be noisy at night.	A 20mph speed limit is proposed within the development and this is therefore not considered to pose an issue.	Amend brief to include overt reference to 20mph limit.
<b>D Badge</b>	Neutral	Concerned about increased traffic in the village, cutting through the village. There are already a lot of cars speeding without the increase of a new housing estate. There should be traffic calming measures, i.e. sleeping policemen; also repairs to existing roads through/around the village before/if building works start.	The principle of the development of the site was established in the Local Plan. The layout of the roads and traffic calming measures within the development are designed so as to minimise through-traffic of non-residents. Traffic calming measures on the High Street are proposed in order to minimise the impact of the development.	None.
<b>D Cole</b>	Neutral	Concern over road safety. There needs to be a roundabout on A345, traffic needs to be slowed down.	It is agreed following consultation that the roundabout option (indicated in Appendix C of the consultation version of the Brief) is preferable overall, and therefore this will be sought.	Amend Brief to reflect this.
		There is also a safety issue on High Street due to it being narrow.	The highways authority is satisfied that with the proposed modifications to the road network, including access both to the A345 and the High Street, there is sufficient capacity to accommodate the additional demand safely.	None.
		Insufficient facilities in village to support the development – e.g. no bank, post office. Can schools cope with additional children?	These issues were taken into consideration when the site was allocated in the Local Plan: Durrington's facilities in general are considered to be appropriate for supporting this development. Regarding schools, a contribution from the developer will be secured via a Section 106 Agreement. This amounts to a set payment per dwelling to offset costs for the additional demand on schools. Positive feedback has been received from the Head of Durrington Infant School. R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish.	Wording of DP12 around R2/R4 contributions amended to give more detail.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		Drainage may be an issue with so many extra homes; there are already flooding problems on corner of High Street / Windsor Rd after heavy/continuous rain.	The relevant utility companies have confirmed that there is sufficient gas, electricity and sewage capacity to service the proposed development on the site.	None.
<b>Durrington PC</b>	Not stated	Colouring legend to map on Plan 2 contains numerous inaccuracies. Schools incorrectly labelled. Schools not true places of employment	Noted.	Correct plan, make schools into its own category/colour on the map to clarify.
		3.1 should note that the World Heritage Site also includes Woodhenge and Durrington Walls, and is adjacent to Durrington not 2km from it).	Noted	Amend text accordingly.
		Durrington is a <i>village</i> not a <i>town</i> (as referred to in 3.1)	Noted	Amend text accordingly.
		Section 3.6 should refer to Hackthorne <i>Road</i> (not "lane").	Noted	Amend text accordingly.
		Unclear in 3.6 what is referred to by "a group of modern buildings"	Noted	Clarify wording/punctuation.
		No mention of thatched roofs/cob walls in the area. Amesbury architecture not relevant. Relationship between existing Conservation Area and new development must be correctly addressed – in particular the setting of the Conservation Area and views into and out of it.	It is agreed (and indeed noted in general terms in the brief) that materials throughout should respect the character of the vicinity, particularly the conservation area. Any application must also meet the standards of the "Creating Places" design guide SPG which requires the use of appropriate materials and respect for vernacular traditions.	Include more references to local vernacular architectural styles of buildings.
		Public rights of way not shown on Plan 2.	Noted.	Plan amended accordingly.
		Provision of recycling facilities must take into account the existing facilities in Durrington and Amesbury	Noted. Details of recycling facilities form part of the planning application stage and would take existing facilities into account.	None.
		Whilst a 'sense of place' is a good thing the development should not become a separate community, and must integrate with the rest of the village.	Noted. The layout and design of the development have been conceived in such a way as to meet these aims.	Amend text of DP3 to include reference to this.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		Allotments should be located on the area of informal open space to the north of the access road.	Noted.	This alternative location will be used.
		The boundaries of the allotment site other than to the North should have 2m chain link fence for security and to allow light through; allotments should have standpipes for water; there should be parking spaces for allotment users to the south of the access road; Be aware that 19 allotment holders will require allotments.	The allotments will conform to reasonable standards such as this.	Amend wording of text
		The site is alongside the development of other Public Open Spaces alongside Netheravon Road. These should be joined with the ability to walk from one end to the other.	Noted.	Amend brief plans to include access to the south.
		Affordable units should be in smaller clusters of 4-6 per group to allow greater integration with the community. Durrington PC has a list of local people requiring affordable housing.	The distribution of affordable housing will be in line with the adopted SPG on this topic (published on the Council's website). The principle is to create a balanced social mix and to prevent the creation of affordable housing "ghettoes", although it is not generally possible to create groups as small as this: 8 and 20 dwellings are the upper and lower limits on a large site such as this.	DP6 and DP3 amended.
		Roundabout option on A345 should be used to reduce traffic speed and make the road safer.	It is agreed following consultation that the roundabout option (indicated in Appendix C of the consultation version of the Brief) is preferable overall, and therefore this will be sought.	Brief amended to reflect this.
<b>F Webster</b>	Neutral	Older cottages with thatch, flint and stone dominate the entrance from the High Street. There is insufficient recognition of these materials in terms of employing them within the development, and (unlike the Red House) a lack of consideration of how the character of these houses would be preserved and enhanced.	It is agreed (and indeed noted in general terms in the brief) that materials throughout should respect the character of the vicinity, particularly the conservation area. Any application must also meet the standards of the "Creating Places" design guide SPG which requires the use of appropriate materials and respect for vernacular traditions.	None.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		Highest density of proposed housing is close to the conservation area rather than further to the west, in particular the feature square.	The concept of the development has been to concentrate the highest density towards the centre of the site in order to provide a transition with lower density towards the open spaces to the north and west, and the conservation area to the east.	None.
		Houses on the High Street already have the facility of off-street parking.	Noted.	None.
		Lack of clarity on what is meant by "feature buildings". Any buildings close to the Conservation Area should be of enhanced design.	The proposed feature buildings are intended to be of particularly high and distinguished design in order to define and enhance the development as a whole, and particularly views into it. It is agreed (and indeed noted in general terms in the brief) that materials throughout should respect the character of the vicinity, particularly the conservation area. Any application must also meet the standards of the "Creating Places" design guide SPG which requires the use of appropriate materials and respect for vernacular traditions.	None.
		Inconsistency in statements regarding the number of dwellings and the percentage that is affordable.	The Local Plan (quoted in the Brief) requires a minimum of 25% affordable housing whereas the more recent Supplementary Planning Guidance on the topic encourages higher figures where appropriate. The figure considered appropriate at Durrington is 30%.	Ensure a higher degree of clarity in wording.
<b>B Peach</b>	Not stated	Proposed access from A345 is dangerous due to bends, visibility. Restrict access to the High Street.	It is agreed following consultation that the A345 roundabout option (indicated in Appendix C of the consultation version of the Brief) is preferable overall, partly on grounds of safety, and therefore this will be sought.	Brief amended to reflect this.
<b>P Stadward</b>	Object	Access onto narrow High Street would increase congestion with increased traffic. Increased risk of accidents on A345.	It is agreed following consultation that the A345 roundabout option (indicated in Appendix C of the consultation version of the Brief) is preferable overall, partly on grounds of safety, and therefore this will be sought. The highways authority is satisfied that with the proposed modifications to the road network including access both to the A345 and the High Street, there is sufficient capacity to accommodate the additional demand safely.	None.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		Site is adjacent to conservation area and 50% on green field site. This would further spoil the old part of Durrington following developments elsewhere across the rest of the village.	The principle of a residential development on this site was established in the Local Plan (Adopted June 2003), which was subjected to the full statutory process including inquiry and inspection, and the planning inspector agreed with the Council that there is a local need for new housing, including affordable housing. Being adjacent to the conservation (though not within it), the site will be expected to be respectful of the historic setting, and conform to the highest standards of design in line with the "Creating Places" SPG.	None.
		Added population would put pressure on services including schools, doctors, water, sewage.	A contribution from the developer will be secured via a Section 106 Agreement, which amounts to a set payment per dwelling to offset costs for the additional demand on schools. Positive feedback has been received from the Head of Durrington Infant School. R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish. The relevant utility companies have confirmed that there is sufficient gas, electricity and sewage capacity. South Wiltshire PCT has also indicated that the development does not pose a problem for the capacity of local GPs.	Wording of DP12 around R2/R4 contributions amended to give more detail.
<b>D &amp; P Cramston</b>	Object	What is the maximum number of dwellings?	The theoretical upper limit, as indicated in the brief, is at 200 dwellings based on the site area of 4 hectares and a maximum density of 50 per hectare.	None.
		Please define / explain "high-density", "low-density" and "affordable"	The high/medium/low density areas are intended to give a general relative indication of the density of building within the site and are not finite categories as such. The overall density of development for the whole site is 30-50 dwellings per hectare. Affordable housing is essentially that which is reserved in perpetuity for those unable to compete effectively for appropriate housing on the open market. It includes various forms including social rented, low cost and shared ownership.	None.
		High Street pedestrian walkway is good in principle however road is already too narrow. Speed humps are essential.	The highways authority is satisfied that with the proposed modifications to the road network including access both to the A345 and the High Street, there is sufficient capacity to accommodate the additional demand safely.	None.
		Car parking within the development should be dedicated to each house and not central.	Noted however details around parking, garages and such like are detailed matter that will be addressed at the planning application stage.	None.



Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		Proposed development is adjacent to the Conservation Area and dwellings should be lower density there with higher density towards the centre of the new development.	The concept of the development has been to concentrate the highest density towards the centre of the site in order to provide a transition with lower density towards the open spaces to the north and west, and the conservation area to the east.	None.
<b>K Pottage</b>	Object	Proposed junction to High Street is dangerous with low visibility and the developments would worsen this; a majority of new residents would use this entrance rather than the A345. The proposal not to have pavements along the High Street seems ridiculous from a safety perspective. No provision for pedestrians turning North from new development along High Street towards the Church.	The highways authority is satisfied that with the proposed modifications to the road network including access both to the A345 and the High Street, there is sufficient capacity to accommodate the additional demand safely.	None.
		No mention of changes to community facilities to cater for increased population, e.g. schools.	A contribution from the developer will be secured via a Section 106 Agreement, which amounts to a set payment per dwelling to offset costs for the additional demand on schools. Positive feedback has been received from the Head of Durrington Infant School. R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish. Furthermore as indicated in the Brief, the relevant utility companies have confirmed that there is sufficient gas, electricity and sewage capacity to service the proposed development on the site.	Wording of DP12 around R2/R4 contributions amended to give more detail.
		Access from A345 would be dangerous without a roundabout.	It is agreed following consultation that the roundabout option (indicated in Appendix C of the consultation version of the Brief) is preferable overall, and therefore this will be sought.	Brief amended to reflect this.
		'Rat-running' through village would occur even with traffic calming.	The layout of the roads and traffic calming measures are designed so as to minimise through-traffic of non-residents although it is acknowledged that this will not be reduced to zero.	None.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		Outline plans appear to have little car parking. Should the new site not be required to provide 2 places per dwelling as with other new properties in the village?	The car parking requirements are set out in Appendix 5 of the Local Plan. The levels required are (for dwellings up to 4 bedrooms) 2 per unit plus 1 per 5 units, or (for 5-bedroomed dwellings and above) 3 per unit plus 1 per 5 units. Whether properties have garages is a detailed matter that will be addressed at the planning application stage, taking into account the principles of "Secured by Design" whose purpose is to build crime prevention measures into the design of developments in order to reduce opportunities for crime, minimise fear of crime, and create a safer and more secure environments.	None.
<b>S Taylor</b>	Not stated	Artist's impression is misleading and suggests High Street is wider than it is	Artist's impression is intended only to provide a general indication, not of any particular part of the development.	None.
		To have an exit on the High Street would be dangerous due to being narrow and having no pavement.	The highways authority is satisfied that with the traffic calming measures being implemented, the exit to the High Street can be implemented safely.	None.
		Concern over whether the new development would be in keeping with the conservation area. Other recent developments have had to adhere to criteria such as the incorporation of brick-and-flint and such standards are not indicated in the brief.	It is agreed (and indeed noted in general terms in the brief) that materials throughout should respect the character of the vicinity, particularly the conservation area. Any application must also meet the standards of the "Creating Places" design guide SPG which requires the use of appropriate materials and respect for vernacular traditions.	None.
		As proposed, the highest density of housing is on the High Street side with lower density towards the open space and A345: it would make more sense for this to be reversed.	The concept of the development has been to concentrate the highest density towards the centre of the site in order to provide a transition with lower density towards the open spaces to the north and west, and the conservation area to the east.	None.
<b>H Wright &amp; petition from households in High Street.</b>	Object	Appreciate the need for new housing, however why should Durrington accommodate a potential 200 homes – why not 60?	The Council is required to accommodate large numbers of new housing, with the numbers 'cascading' from the national to the local level via regions and counties. In order to meet these targets it is necessary that allocated housing sites such as this be developed to their full capacity within the guidelines for density per hectare. Circular No. 01/2005 encourages a housing density of 30-50 dwellings per hectare, and based on the site area of 4 hectares the range of housing which results (as indicated in the draft Brief) is between 120 and 200.	None.
		It is not right to exploit MOD land for the Government and to swell the coffers of the MOD.	This is not a planning issue as such.	None.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		Why not build contemporary housing to complement existing conservation area at the same density. Use materials such as flint and thatch, not modern village look-alikes.	It is agreed (and indeed noted in general terms in the brief) that materials throughout should respect the character of the vicinity, particularly the conservation area. Any application must also meet the standards of the "Creating Places" design guide SPG which requires the use of appropriate materials and respect for vernacular traditions.	None.
		Proposed high density would not be complementary and would generate excessive road traffic.	The concept of the development has been to concentrate the highest density towards the centre of the site in order to provide a transition with lower density towards the open spaces to the north and west, and the conservation area to the east.	None.
		Danger caused by increased traffic to High Street. Why not pedestrian-only.	The highways authority is satisfied that with the traffic calming measures being implemented, the exit to the High Street can be implemented safely.	None.
		Overload on public amenities	A contribution from the developer will be secured via a Section 106 Agreement, which amounts to a set payment per dwelling to offset costs for the additional demand on schools. Positive feedback has been received from the Head of Durrington Infant School. R2 and R4 monies contributed by the developer will provide funding towards community recreational and leisure facilities in the parish. Furthermore as indicated in the Brief, the relevant utility companies have confirmed that there is sufficient gas, electricity and sewage capacity to service the proposed development on the site.	Wording of DP12 around R2/R4 contributions amended to give more detail.
		Concern over law and order.	The police on the development have provided positive feedback. The site will conform to 'Secured by Design' standards whose purpose is to build crime prevention measures into the design of developments in order to reduce opportunities for crime, minimise fear of crime, and create a safer and more secure environments.	None.
<b>A &amp; J Mundy</b>	Object	Disappointed that Willow Cottage does not appear on the plans and hence our interests disregarded. Difficult to comment on a scheme if plans are inaccurate.	Willow Cottage regrettably did not appear due to the timing of the preparation of the plans and the frequency with which the Ordnance Survey updates and releases new versions of its plans.	Update plans to indicate location of Willow Cottage.

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		Rights of access to Elmdene and Willow Cottage must be maintained along with water pipe to Willow Cottage; should be marked on map and protected from disturbance. Trees on boundary of Willow Cottage / MOD site require protection during excavation / construction via strict guidelines for developers.	Details on these matters are beyond the scope of this brief. However, as part of the normal development process, access to existing properties will naturally be retained and works will be required not to cause any damage to existing facilities.	None.
		High/medium density housing on edge of old part of village is not in keeping. The opportunity to enhance the older part of the village should be taken.	The concept of the development has been to concentrate the highest density towards the centre of the site in order to provide a transition with lower density towards the open spaces to the north and west, and the conservation area to the east. It is agreed (and indeed noted in general terms in the brief) that materials throughout should respect the character of the vicinity, particularly the conservation area. Any application must also meet the standards of the "Creating Places" design guide SPG which requires the use of appropriate materials and respect for vernacular traditions.	None.
		Proposed road scheme poses safety problems with increased population.	The highways authority is satisfied that with the traffic calming measures being implemented, the exit to the High Street can be implemented safely.	None.
		Congestion and parking issues around High Street due to capacity and events at church.	These issues are beyond the scope of this development brief and	None.
		Roundabout or traffic lights necessary on A345 for safety.	It is agreed following consultation that the roundabout option (indicated in Appendix C of the consultation version of the Brief) is preferable overall, and therefore this will be sought.	Brief amended to reflect this.
		Concern over allotments being resited by a busy main road with pollution and chance of vandalism/theft. Allotments require high chain link fence with locks, an adequate water supply, and should not be sheltered from light.	Siting the allotments to the west is the only viable alternative with the development of the site, and in response to the consultation are now to be to the north of the access road to the A345 in order to reduce light problems. The new allotments will be equipped with all requisite facilities such as perimeter fencing and water supply.	None.

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		Adequate parking provision for 2 cars per property should be made within the boundary of each property – avoiding car barns which encourage social problems.	The car parking requirements are set out in Appendix 5 of the Local Plan. The levels required are (for dwellings up to 4 bedrooms) 2 per unit plus 1 per 5 units, or (for 5-bedroomed dwellings and above) 3 per unit plus 1 per 5 units. Whether properties have garages is a detailed matter that will be addressed at the planning application stage, taking into account the principles of “Secured by Design” whose purpose is to build crime prevention measures into the design of developments in order to reduce opportunities for crime, minimise fear of crime, and create a safer and more secure environments.	None.
		Each property should have a wheelie bin store within the boundary of its property. No further planting schemes for trees are shown: further landscaping is desirable to avoid a concrete/tarmac jungle.	These are detailed matters, which would form part of the planning application process and not the development brief itself. Recycling and other sustainable features will be a requirement under the BREEAM standards whilst high-quality landscaping will be a prerequisite under the “Creating Places” SPG.	None.
		The proposed “feature” buildings implies a lower standard of housing elsewhere. Such high standard of feature housing should be applied around the border of the development with existing housing.	The proposed feature buildings are intended to be of particularly high and distinguished design in order to define and enhance the development as a whole, and particularly views into it. It is agreed (and indeed noted in general terms in the brief) that materials throughout should respect the character of the vicinity, particularly the conservation area. Any application must also meet the standards of the “Creating Places” design guide SPG which requires the use of appropriate materials and respect for vernacular traditions, throughout the site.	None.
		Development will result in exacerbation of problems around vandalism, youth and children hanging around.	The development will adhere to the principles of “Secured by Design” whose purpose is to build crime prevention measures into the design of developments in order to reduce opportunities for crime, minimise fear of crime, and create a safer and more secure environments. The police have raised no objections to the brief. R2 and R4 monies contributed by the developer, providing funding towards community recreational and leisure facilities in the parish, will be sought to mitigate such issues.	None.

Name	Rep type	Key issues, comments, questions, and suggestions raised (paraphrased)	Officer Comments	Alterations required to Brief.
		Plans are inconsistent: some indicate housing development immediately to the rear of Red House and others do not.	Noted. At the time of consultation two forms of the plan had been drawn up dependent upon the inclusion or otherwise of this area. Regrettably, these were mixed in error in the consultation version. The MOD has since opted to vacate the entire site, including the land immediately to the rear of the Red House, and hence the revised brief will consistently show the brief affecting the entire site.	Plans amended for consistency
		Affordable housing should be developed and allocated in such a way as to be appropriate and beneficial to the community and not import or exacerbate social problems.	The distribution of affordable housing will be in line with the adopted SPG on this topic (published on the Council's website). The principle is to create a balanced social mix and to prevent the creation of affordable housing "ghettoes", with affordable housing being built to an equally high standard	DP6 and DP3 amended.
		Consider building bungalows as part of the scheme.	The specific type of dwellings is a matter for the planning application stage, however in general terms bungalows are an inefficient form of development and are unlikely to be built on this site.	None.
<b>Environment Agency</b>	Neutral	Comprehensive contamination investigations will be required to assess whether the land is contaminated, in accordance with established technical framework.	Land Quality Assessment has been undertaken by Carlbro and this assessment has confirmed that the site is not contaminated	None.
		Prior written consent from the Environment Agency is required for any works within 8 metres of the River Avon.	Noted.	None.
		Recommendation of sustainable urban drainage systems (SUDS).	The brief requires that sustainable drainage systems be incorporated into the development and the quality of water in the aquifer protected	None.
		The site is under SSSI and EC Habitats Directive designations and suffers from over-abstraction. Hence low water usage through water-efficient appliances should be a requirement to reduce groundwater abstraction, in particular water butts.	Noted. The brief already includes the requirement for building materials and the form of development to be energy efficient and minimise use of resources and waste. Buildings will meet at least the BREEAM EcoHomes "good" standard and some will exceed it.	Minor amendment to wording around water efficiency.

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A Purvey (Wessex Water)	Neutral	<p>No reference to water supply in Section 7. Existing main to the west of the site will have capacity to accommodate the proposed development. Any prospective developers should contact Wessex Water at the earliest opportunity to discuss their requirements and identify any necessary works. Depending on where drainage exits the development site, connection to the system could require construction/replacement of sewers at the developer's expense. Further clarification of pumping station and main as referred to in Appendix B2.</p>	Noted.	Minor amendments made to text to make reference to these points.
		Wessex water supports sustainable drainage systems.	Noted. The brief requires that sustainable drainage systems be incorporated into the development and the quality of water in the aquifer protected	None.