

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
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Individuals

D.J. Adkins	<p>Prefer Option A to put the school close to its catchment area. Such a location would encourage walking to school and should not be overridden by the possible provision of sports hall facilities which are not essential at this level of education.</p> <p>Concerned about a main road crossing Green Lane which would be contrary to the village development for Paxcroft Mead.</p> <p>Vehicular access to Policy H8b should be from Ashton Road, to minimise crossing Green Lane.</p> <p>A motor vehicle free route to the town centre should be established to reinforce the credibility of the proposed footpaths and cycleways.</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>The proposed distributor road is an essential part of the road infrastructure for east Trowbridge and will achieve a second access point to the Paxcroft Mead urban extension.</p> <p>Vehicular access will be either through the existing Paxcroft Mead estate or from this development. Crossings of Green Lane have been kept to a minimum but it is important to integrate this development with Paxcroft Mead to aid movement and permeability.</p> <p>The proposed network will link up with the River Biss riverside walk between West Ashton Road and the town centre.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p>
Mike Annan	<p>Concerned about the function of the new distributor road. What is the vision for this road?</p> <p>Considers it should be traffic calmed and should be the same level or lower than existing cycleway to avoid excessive traffic noise to surrounding houses.</p> <p>Is there a plan for increased leisure, retail, social amenities and schools within the area and the town?</p> <p>What arrangements will be put in place to reduce any impact during construction (traffic and access routes, dust, noise, health and safety)?</p>	<p>The road is a crucial element of the transport strategy for east Trowbridge, providing (along with Hilperton Relief Road) a link between West Ashton Road and the Canal Road Industrial Estate. The Brief properly describes its function as a road which "...will improve traffic circulation in East Trowbridge generally and facilitate improved circulation for bus services in particular..."</p> <p>The development will deliver additional retail, schools and open space facilities. Wider leisure facilities are planned for the centre of Trowbridge.</p> <p>The detailed arrangements for mitigating any adverse impacts during construction will be agreed at the planning application stage. However, it is agreed that additional text should be included at this stage.</p>	<p>No change.</p> <p>No change.</p> <p>Add a new paragraph to section 7 as follows: <i>Construction</i></p>

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			<i>Construction will be managed to minimise noise and disturbance to existing residential properties in the area. Planning conditions and other measures will be employed to cover such issues as the hours of working, delivery times, acceptable noise limits and the routeing of construction vehicles. Access to the site during construction will be managed to minimise the impact on the existing residential areas at Paxcroft Mead.</i>
Sheila & Roger Aslett	<p>Prefer Option B. A country park location for the school is preferable as there would be more space for the school and for off road parking.</p> <p>Do not want anymore traffic along Green Lane.</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>The intention is to retain and enhance Green Lane as a bridleway, cycleway and pedestrian link between Trowbridge and the countryside. Although the policy explicitly states that there will be no vehicular access to Green Lane, the brief does not, so it is recommended that additional wording is provided to make this clear.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>Add the following to paragraph 5.18 “No vehicular access to the new housing will be provided along Green Lane”.</p>
Mr & Mrs Wayne Cheshire	<p>Concerned that with the increase in traffic along Leap Gate, the limited visibility splays at Cornbrash Drive could lead to issues of highway safety.</p> <p>Concerned about crossing Leap Gate in future, especially children who will catch buses to the secondary schools on the other side of Trowbridge.</p> <p>Worried about our personal safety if an accident occurs on Leap Gate at junction with Parsonage Road, as the road is above our garden and a slope which may result in a car rolling into our property.</p> <p>General concern about noise, pollution and lack of privacy which will occur with increased traffic along</p>	<p>The road is a crucial element of the transport strategy for east Trowbridge, providing (along with Hilperton Relief Road) a link between West Ashton Road and the Canal Road Industrial Estate. The road design and landscaping will mitigate any adverse affects, but additional wording would help to address this concern.</p>	<p>Amend paragraph 5.19 to read: "...This road will improve traffic circulation for bus services in particular. <i>The District and County Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality. Particular care will be required to ensure safety on the narrow corridor that forms the extension of Leap Gate as far as Green Lane.</i> The residential</p>

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	Leap Gate. The existing planting is deciduous and provides only limited noise and privacy protection in the spring and summer months.		<p>development, with other..."</p> <p>Amend paragraph 2.12 (ii) to read: "Long distance views into the site from the north are largely screened by recent housing development. <i>However, the north of the site is higher than the existing Paxcroft Mead estate and therefore the urban design and landscaping strategy for the site will need to ensure that existing residential amenity is retained.</i> Some local views are available from Green Lane.</p> <p>Amend para 2.13 to read: " Potential noise sources adjoining the site are identified as being road traffic noise from the proposed distributor link road. <i>The effects of this on both the new development and the existing neighbouring residential properties to the site should be mitigated as far as possible, with particular care taken on the narrow corridor that forms the extension of Leap Gate as far as Green Lane.</i></p>
Mrs Catherine Clark	<p>Prefer Option B.</p> <p>The development should not commence until the Hilperton Relief Road is built. "Secured provision" is no use to man or beast.</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>"Secured provision" means an obligation to deliver within an assured deadline – this reflects the wording of the policy and the recommendations of the Local Plan Inspector and the County Council.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>No change.</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	When will the secondary school be built?	The County Council is currently consulting on the possibility of moving an existing Trowbridge secondary school to the East Trowbridge area. A site has not yet been identified for this.	No change.
Mrs Jacqui Clark	<p>Prefer Option B.</p> <p>The development should not commence until the Hilperton Relief Road is built. To allow its "secured provision" would lead to the problem we have now over the Gallagher bond being repeated.</p> <p>Why are no medical facilities planned for these houses?</p> <p>I am glad the secondary school site is not being built on. Pressure must be increased on the County Council to actually get on and build it.</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>"Secured provision" means an obligation to deliver within an assured deadline – this is not comparable with the Gallagher bond which only secures a contribution.</p> <p>A site for a doctor's surgery has been safeguarded at the Paxcroft Mead local centre.</p> <p>The County Council is currently consulting on the possibility of moving an existing Trowbridge secondary school to the East Trowbridge area. A site has not yet been identified for this.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p>
JH Coates and Mrs A Coates	<p>Prefer Option B so that children can make use of shared sports facilities.</p> <p>Green Lane should remain a bridleway/cycleway/footpath and no vehicular access be allowed either from or to the proposed new housing. Green Lane is used by walkers and by pre-school children using the rugby club facilities.</p> <p>There should be a weight limit placed on Leap Gate as</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>The intention is to retain and enhance Green Lane as a bridleway, cycleway and pedestrian link between Trowbridge and the countryside. Although the policy explicitly states that there will be no vehicular access to Green Lane, the brief does not, so it is recommended that additional wording is provided to make this clear.</p> <p>The link will be designed as an all purpose route, and it</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>Add the following to paragraph 5.18 "No vehicular access to the new housing will be provided along Green Lane".</p> <p>No change.</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	<p>there is a fear that the road will be used by heavy lorries, thereby causing a traffic hazard to what should be mainly local traffic.</p> <p>New hedgerows and trees should be planted around the site to provide adequate screening both for existing and new owners.</p>	<p>should therefore be assumed that there will be no restriction on use.</p> <p>The Concept Plan and text of the brief set out a landscape framework for the development which will involve boundary planting. It is agreed that additional text should be added.</p>	<p>Amend para 5.9 to read: <i>"Although a strong building line will be followed, open spaces and front gardens should ensure that soft landscaping is a dominant feature. A particular consideration will be the design of the northern boundary with Paxcroft Mead, where the urban design and landscaping should respect the amenity of the existing neighbouring areas. There will be a mix of 2, 2.5 and some 3 storey buildings..."</i></p>
D Davidson	<p>Could the sports facilities be moved nearer to the school in location A, thereby allowing dual use?</p> <p>Will the primary school take all the children or is extra provision to be made elsewhere? Will it have a nursery?</p> <p>Where is the secondary school provision to be?</p> <p>What is the provision for elderly or disabled people?</p>	<p>The sports pitches are best located within the country park which is located to the south of the development.</p> <p>The proposed primary school will meet all of the primary educational requirements arising from this development. A nursery is not a requirement of this development.</p> <p>The County Council is currently consulting on the possibility of moving an existing Trowbridge secondary school to the East Trowbridge area. A site has not yet been identified for this.</p> <p>The development will facilitate improved circulation for local bus services to enable access to the Paxcroft Mead local services and the town centre.</p>	<p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p>
Jason D. Day	<p>Prefer Option A as it is close to existing housing and would provide a central position within the overall Paxcroft Mead and East Trowbridge development. Option A would maximise accessibility by foot and cycle. Option A would also place the school at the heart of the community and enable it to become the focus of community involvement. Option B would place the facilities too far away from the majority of</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	<p>the existing and new community and the opportunity for sharing sports facilities would be very limited. Paragraph 2.5 - The wording should explain how users of the proposed cycleway and footpath will cross the link road. Paragraph 2.13 - The existing properties which border the road will be noise receptors. Therefore, it should be noted that the EIA will be required to assess the likely effects of traffic noise and fumes on the occupiers of these properties and put forward appropriate mitigation measures.</p> <p>Paragraphs 5.18-5.20 - These paragraphs need to indicate how it is expected movement and access from one side of the link road to the other will be achieved safely, where the link road severs Green Lane. What about traffic calming on the link road itself?</p>	<p>See below.</p> <p>Any planning application will be required to demonstrate how these issues will be addressed. It is agreed that further text should be added to the paragraph..</p> <p>Crossing of Green Lane will be at grade, probably with some form of controlled facility, with detail being worked through at a later date. It is agreed that further text should be added referring to crossings of Green Lane and the design of the distributor link road.</p>	<p>See below.</p> <p>Amend para 2.13 to read: " Potential noise sources adjoining the site are identified as being road traffic noise from the proposed distributor link road. <i>The effects of this on both the new development and the existing neighbouring residential properties to the site should be mitigated as far as possible, with particular care taken on the narrow corridor that forms the extension of Leap Gate as far as Green Lane.</i></p> <p>Amend the end of paragraph 5.18 to read: ...The layout of the housing area should be designed, as should the new area of housing north of Green Lane, to facilitate a circular link for buses and vehicles. <i>In order that the potential for permeability is maximised, the County Council will seek additional vehicular links over Green Lane between existing and proposed developments both east and west of the main distributor road crossing. There is a requirement for a link between this development and the proposed housing development to the north of Green Lane. These additional crossings of Green Lane will need to be carefully designed to mitigate against any potential safety hazards.</i></p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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			Amend paragraph 5.19 to read: "...This road will improve traffic circulation for bus services in particular. <i>The District and County Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality. Particular care will be required to ensure safety on the narrow corridor that forms the extension of Leap Gate as far as Green Lane.</i> The residential development, with other..."
Mrs L. Drewett	<p>I would be very worried to think that all these houses would be built without firstly completing the "gap road" to help with the extra traffic.</p> <p>Option B seems to be the better choice for a new school being on a main road.</p>	<p>"Secured provision" means an obligation to deliver within an assured deadline – this reflects the wording of the policy and the recommendations of the Local Plan Inspector and the County Council.</p> <p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p>	<p>No change.</p> <p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p>
D. J. Durbridge	<p>The A or B options should not present a problem to experienced planners. To present it to the public appears to me to be a device to divert attention from the more important issues.</p> <p>The access to the site does not appear to have been properly thought out. I would expect before building starts, the following roads to be in place:-</p> <ol style="list-style-type: none"> 1. Hilpertion Gap road, as stipulated by the Inspector; 2. The West Ashton Link Road, that is, not petering out into a cycleway, as shown on the plan. 	<p>The location of the primary school, sports facilities and local centre facilities are important issues.</p> <p>The development requires the secured provision of the Hilpertion Relief Road. Phase 1 of the development will involve completion of the distributor road network between West Ashton Road and Paxcroft Mead.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>No change.</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	<p>3. An extension to Green Lane Road.</p> <p>I am astonished that the developer has been allowed to extend the site boundary right up to the very edge of Green Lane Nature Reserve. Surely the protection of this ancient woodland is of the utmost importance.</p>	<p>The development is required to provide a nature conservation buffer to Green Lane Wood. Wiltshire Wildlife Trust and English Nature will be consulted on the detailed implementation of this buffer to avoid adverse impact upon the Wood and protected species.</p>	<p>No change.</p>
David R Farmer	<p>Objects to the creation of the link road. Leap Gate would be transformed from its current lightly trafficked access road from Paxcroft Mead into a major arterial route with potentially significant levels of heavy goods vehicle traffic. The impact on residents of Stokehill will be major, with detrimental effects on noise, health and tranquility. There would also be a detrimental effect on property values.</p> <p>I am also concerned as to how such a link will be effected. At present there is just a narrow strip between gardens that carries a combined cycle/footpath.</p>	<p>The road is a crucial element of the transport strategy for east Trowbridge, providing (along with Hilperton Relief Road) a link between West Ashton Road and the Canal Road Industrial Estate. The road design and landscaping will mitigate any adverse affects, but additional wording would help to address this concern.</p>	<p>Amend paragraph 5.19 to read: <i>"...This road will improve traffic circulation for bus services in particular. The District and County Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality. Particular care will be required to ensure safety on the narrow corridor that forms the extension of Leap Gate as far as Green Lane. The residential development, with other..."</i></p>
J. Farn	<p>Prefer Option B. This will create less noise to existing properties and place community facilities in the same area.</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p>
E.R. Foster	<p>The proposed main road through Paxcroft Mead housing estate is dangerous and should be sited to go around the outside of the estate to avoid children who cross Leapgate to go to school.</p>	<p>The alignment of the distributor road has been determined. The design of the road will meet all road safety standards. Additional wording is proposed to address these concerns.</p>	<p>Amend paragraph 5.19 to read: <i>"...This road will improve traffic circulation for bus services in particular. The District and County Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the</i></p>

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			<i>development and the surrounding locality. Particular care will be required to ensure safety on the narrow corridor that forms the extension of Leap Gate as far as Green Lane. The residential development, with other..."</i>
Peter Gamble.	<p>I have not been made aware of any planning application or permission for this development. No information was available when my search was undertaken. The Council appears to have acted illegally.</p> <p>No public consultation has been sought.</p> <p>Prefer Option A. I have concerns about the proximity of the school to the road and the dangers of death, unless appropriate traffic calming measures are imposed.</p> <p>Concerned about cars accessing the primary school and what measures will be taken to ensure the maximum use of public transport.</p> <p>Not opposed to social housing but communal covenants and other controls are needed to ensure the estate does not become a dump, a no go area or a haven for criminals and drug dealers.</p>	<p>There has been no planning application or permission for this development. However, the site has been allocated for housing development in the District Plan 1st Alteration since October 1998 and the link road from Paxcroft Mead to West Ashton Road has been in adopted Local Plans since 1992. The Council has not acted illegally.</p> <p>Public consultation has occurred throughout the production of the District Plan (1997-2004) into the principle of the development. This period of public consultation is to provide guidance into the broad elements of the plan for the site. Further consultation will take place in the future into specific planning applications and detailed highway matters.</p> <p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offer the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>The development will fund a bus service and will include an integrated cycle and pedestrian network to encourage use of non car transport. The developers will be required to submit a travel plan and to fund a travel plan co-ordinator to encourage alternative patterns of transport.</p> <p>The development will include a mix of housing tenures to provide for a balanced and sustainable community. The development will follow "secured by design" principles.</p>	<p>No change.</p> <p>No change.</p> <p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>No change.</p> <p>No change.</p>

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	<p>Leap Gate should be weight restricted, e.g. max 7.5 tonne to mitigate issues such as noise and road safety. Also concerned about potential speeding unless traffic calming measures are put in place and the need for an appropriate crossing of Green Lane. A study should be undertaken to mitigate noise pollution.</p> <p>Great care will be needed to ensure new drainage and surface water routes do not create further flood risk.</p>	<p>The link will be designed as an all purpose route, and it should therefore be assumed that there will be no restriction on use. The road design and landscaping will mitigate any adverse affects, but additional wording would help to address this concern.</p> <p>This is a requirement of policy and is reflected in the brief objectives at para. 4.2 (x).</p>	<p>Amend paragraph 5.19 to read: <i>"...This road will improve traffic circulation for bus services in particular. The District and County Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality. Particular care will be required to ensure safety on the narrow corridor that forms the extension of Leap Gate as far as Green Lane. The residential development, with other..."</i> No change.</p>
R.B. Gorman	<p>Prefer Option B.</p> <p>Any run off water should not be drained into the Paxcroft Brook, for the brook is now at maximum capacity. A byelaw should be introduced to prevent Green Lane being used for off road driving by motorised vehicles.</p> <p>The infrastructure has not been modified to accommodate this level of growth.</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offer the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>Agreed. The brief specifies that surface water disposal will involve on site attenuation prior to discharge and the Environment Agency welcomes this approach.</p> <p>The intention is to retain and enhance Green Lane as a bridleway, cycleway and pedestrian link between Trowbridge and the countryside. Although the policy explicitly states that there will be no vehicular access to Green Lane, the brief does not, so it is recommended that additional wording is provided to make this clear.</p> <p>The development provides for adequate infrastructure in accordance with District Council and other agencies' standards.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>No change.</p> <p>Add the following to paragraph 5.18 "No vehicular access to the new housing will be provided along Green Lane".</p> <p>No change.</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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Mrs Diana Grout	<p>What are landmark buildings?</p> <p>Is Green Lane to be tarmaced all the way through?</p>	<p>Landmark buildings are prominent, well designed dwellings which help to create a sense of place for the development.</p> <p>This is a matter of detail to be determined at the planning application stage,</p>	<p>No change.</p> <p>No change.</p>
Jonathan Hawkes	<p>Disappointed that nobody was in attendance at the exhibition sessions on 9th and 10th June. How does WWDC plan to include as many interested citizens as possible in this development process?</p> <p>The new roads will surely create an outer ring road for Trowbridge whether this is planned or not. A road such as this, in close proximity to existing and new housing, is totally unacceptable raising safety and environment concerns.</p> <p>There have already been near misses in Leap Gate and the potential for serious traffic accidents will grow.</p> <p>Noise, light and air pollution will impact on the quality of life of local residents.</p> <p>The proposed housing area can easily be served from West Ashton Road. There is no need for connecting with Leap Gate.</p>	<p>The brief, leaflet and exhibition included contact details if further details were required. The consultation on the contents of the brief was extensive and designed to include as many interested citizens as possible in the process.</p> <p>The road is a crucial element of the transport strategy for east Trowbridge, providing (along with Hilperton Relief Road) a link between West Ashton Road and the Canal Road Industrial Estate. The design of the road and landscaping will mitigate any adverse affects.</p> <p>Additional wording is proposed to address these concerns.</p> <p>Any planning application will be required to demonstrate in detail how these issues will be addressed.</p> <p>A secondary point of access to the Paxcroft Mead urban extension was always envisaged by the County Council and was in the Trowbridge local Plan (1992) and the previously adopted District Plan (1996).</p>	<p>No change.</p> <p>No change.</p> <p>Amend paragraph 5.19 to read: "...This road will improve traffic circulation for bus services in particular. <i>The District and County Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality. Particular care will be required to ensure safety on the narrow corridor that forms the extension of Leap Gate as far as Green Lane.</i> The residential development, with other..."</p> <p>No change.</p>
Mrs K. Hayes	The road link between Paxcroft Mead and East Trowbridge should not be a through road to West	The road is a crucial element of the transport strategy for east Trowbridge, providing (along with Hilperton Relief	No change.

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	<p>Ashton Road.</p> <p>Prefer Option A which would place the school centrally for Paxcroft Mead and this development.</p> <p>The secondary school should be on the previously allocated site.</p>	<p>Road) a link between West Ashton Road and the Canal Road Industrial Estate. A secondary point of access to the Paxcroft Mead urban extension was always envisaged by the County Council and was in the Trowbridge local Plan (1992) and the previously adopted District Plan (1996).</p> <p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>The County Council is currently consulting on the possibility of moving an existing Trowbridge secondary school to the East Trowbridge area. A site has not yet been identified for this.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>No change.</p>
Mr Hill	Prefer Option A. The existing woodland and hedges in Green Lane will be protected more by a school nearby than by high density housing.	Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.	Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.
C.R and C.A Hillman	<ol style="list-style-type: none"> 1. We don't feel we need 550 more houses but we need a senior school desperately; 2. Certain areas of Green lane are on a private sewer which needs to be addressed; 3. There need to be doctors and dentist surgeries, not surgeries in town. 	<ol style="list-style-type: none"> 1. The need for the development was established through the Local Plan process. 2. This brief only relates to servicing the new development. 3. The nearby Paxcroft Mead local centre has a site allocated for a doctor's surgery. 	<p>No change.</p> <p>No change.</p> <p>No change.</p>
Peter Holland	Prefer Option A. A more central location for surrounding housing and shorter distance for joint activity with the existing junior school.	Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.	Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	Concerned that new distributor road network will require major upgrading of West Ashton Road. Distributor road should discharge directly onto the A350.	The distributor road network will involve improvements to West Ashton Road. It is not practical for the road to discharge directly onto the A350.	No change.
Alison Jones	We were promised a pub and restaurant at Paxcroft Mead. We need a family pub where we can socialise. There is nothing on this side of Trowbridge at all.	The nearby Paxcroft Mead local centre had a site allocated for a pub/restaurant but no commercial interest was expressed. Should a potential operator come forward, the Council will consider whether a suitable site could be developed.	No change.
K.R. Jeffreys	Prefer Option A. There should continue to be no access to/from Green Lane. If access is permitted it will become a race track and rabbit run again.	Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park. The intention is to retain and enhance Green Lane as a bridleway, cycleway and pedestrian link between Trowbridge and the countryside. Although the policy explicitly states that there will be no vehicular access to Green Lane, the brief does not, so it is recommended that additional wording is provided to make this clear.	Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B. Add the following to paragraph 5.18 "No vehicular access to the new housing will be provided along Green Lane".
Mrs Frances Landeryou	How will access be gained to the 2 dwellings at Green Lane Farm, if Green Lane is to be a cycleway and footpath? What measures will be taken to ensure separation of Green Lane from the main road? Where is the proposed car park for Green Lane Wood Nature Reserve to be situated?	Access will be from the new development. Crossing of Green Lane will be at grade, probably with some form of controlled facility, with detail being worked through at a later date. The policy requires the location of a car park adjacent to Green Lane Wood. The exact location has yet to be determined.	No change. No change. No change.
Mrs Moore	Prefer Option B. This would make the community facilities further apart from each other than in Option A which would have them close together. There is	Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offer the opportunity to create a community school with shared	Add the following to paragraph 5.18 "No vehicular access to the new housing will be provided along Green Lane".

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
	already noise from one school. We do not need another so close.	hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.	
Darren Nickerson	<p>Concerned that main entry road to this estate will become a through road for HGVs.</p> <p>Prefers Option A.</p>	<p>The road is a crucial element of the transport strategy for east Trowbridge, providing (along with Hilperton Relief Road) a link between West Ashton Road and the Canal Road Industrial Estate. The road design and landscaping will mitigate against any adverse affects.</p> <p>Additional wording is proposed to address these concerns.</p> <p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p>	<p>Amend paragraph 5.19 to read: <i>"...This road will improve traffic circulation for bus services in particular. The District and County Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality. Particular care will be required to ensure safety on the narrow corridor that forms the extension of Leap Gate as far as Green Lane. The residential development, with other..."</i></p> <p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p>
Mr & Mrs Osmond	<p>Prefer Option A.</p> <p>Should be a 7.5 tonne weight limit through the estate, traffic calming, restricted speed limits on main road for the safety of residents and children.</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>The link will be designed as an all purpose route, and it should be assumed that there will be no restriction on use. Design speed (and eventual speed limit) will certainly be a topic for future discussion, and additional wording is proposed to address these concerns.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>Amend paragraph 5.19 to read: <i>"...This road will improve traffic circulation for bus services in particular. The District and County Councils will determine at the planning application stage, after appropriate public</i></p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	No other crossing of Green Lane except two shown.	Crossings will be limited but the County Council wishes to encourage permeability between this development and Paxcroft Mead.	<p><i>consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality. Particular care will be required to ensure safety on the narrow corridor that forms the extension of Leap Gate as far as Green Lane. The residential development, with other..."</i></p> <p>Amend the end of paragraph 5.18 to read:</p> <p>The overall outline application should make provision to fund the improvement of Green Lane for cyclists, pedestrians and a bridleway. <i>Green Lane should be a key feature of the masterplan, and the proposed developments south and north of the lane should be designed to maximise its potential use by non-car modes.</i> The layout of the housing area should be designed, as should the new area of housing north of Green Lane, to facilitate a circular link for buses and vehicles. <i>In order that the potential for permeability is maximised, the County Council will seek additional vehicular links over Green Lane between existing and proposed developments both east and west of the main distributor road crossing. There is a requirement for a link between this development and the proposed housing development to the north of Green Lane. These additional crossings of Green Lane will need to be carefully designed to mitigate against any potential safety hazards.</i></p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
	<p>Should be enhanced planting along Green Lane to give a buffer between the new housing and encourage wildlife.</p> <p>There are no children's play areas shown on the Plan.</p>	<p>It is agreed that additional wording is provided to ensure that the development retains and enhances the hedgerows along Green Lane.</p> <p>It is agreed that the general location of the children's play areas should be shown on the Concept Plan.</p>	<p>Add another bullet point to paragraph 5.28 as follows: <i>"The retention and enhancement of existing hedgerows along Green Lane"</i>.</p> <p>Amend the Concept Plan to show the general location of children's play areas.</p>
Ian Parkers	<p>The leaflet was the first that my neighbours and I had heard of this proposed development.</p> <p>There needs to be a period of catch up in the centre of Trowbridge before any further development on the outskirts of town which are detrimental to the development of the town centre. The Council should focus on using its resources where they are most needed. Any environmental impact assessment for this proposed development should compare its impact against alternative sites. It is not as though there is a shortage of sites in Trowbridge and out-of-town was the only alternative.</p> <p>The development is totally inappropriate. High density housing on the edge of town sounds similar to the 1960s and 1970s planning errors revisited. It is totally out of keeping with the neighbouring areas of Green Lane and Paxcroft Mead.</p> <p>Likely to be a lack of easy access to employment possibilities, lack of local amenities and increased transport difficulties. Resolving these problems would become a further drain on public resources.</p>	<p>This development has been subject to widespread consultation through the Local Plan and Development Brief processes.</p> <p>The Local Plan phases development to ensure that brownfield development in Trowbridge is developed before new urban extension. However, the Local Plan process demonstrated that both types of development are needed as there are insufficient brownfield sites to meet all of the District's needs.</p> <p>The 1960s and 1970s saw relatively low density estate developments in contrast with this development which will provide a better urban design sense of place.</p> <p>The Local Plan provides for new employment development close to this site and the provision of additional local amenities to enhance those already developed at Paxcroft Mead local centre. The developer will fund all necessary local infrastructure.</p>	<p>No change.</p> <p>No change.</p> <p>No change.</p>
R.E Parry	<p>This development appears to have materialised out of thin air! Has the appeal process been exhausted and what public consultation has been initiated by the District Council in the past? The Council appears to be proceeding with a plan that has not received the full</p>	<p>This development has been subject to widespread consultation through the Local Plan and Development Brief processes. The Local Plan was adopted in June 2004.</p>	<p>No change.</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	<p>benefit of the consultative and appeals process and have scant regard for the requirements of existing Paxcroft residents.</p> <p>Have environmental studies been carried out in respect of possible contamination at the existing scrapyard.</p> <p>Will Green Lane be used as a short cut from Trowbridge to the site? Green Lane should be restricted to pedestrians / cyclists only.</p> <p>Why is an outdated area plan, not showing Cornbrash Rise, being used?</p> <p>Are there to be weight restrictions on the Paxcroft section of the distributor road? Present bridge on Leap Gate already showing signs of subsidence.</p> <p>Has noise / light pollution from the project been considered?</p> <p>Have facilities for children been considered? We already have vandalism due to a lack of facilities. Is CCTV to be installed?</p>	<p>The development of this site will have to satisfy Local Plan Policy C37, as set out in paragraph 3.6, which requires the clean up of contaminated land.</p> <p>The intention is to retain and enhance Green Lane as a bridleway, cycleway and pedestrian link between Trowbridge and the countryside. Although the policy explicitly states that there will be no vehicular access to Green Lane, the brief does not, so it is recommended that additional wording is provided to make this clear.</p> <p>The brief uses the latest available Ordnance Survey plan for the area.</p> <p>The link will be designed as an all purpose route, and it should be assumed that there will be no restriction on use. The County Council is not aware that the Leap Gate bridge is showing signs of subsidence.</p> <p>Any planning application will be required to demonstrate how these issues will be addressed.</p> <p>The brief requires the provision of open space for children and appropriate provision for teenage recreation. There is no requirement for this development to provide CCTV facilities.</p>	<p>No change.</p> <p>Add the following to paragraph 5.18 "No vehicular access to the new housing will be provided along Green Lane".</p> <p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p>
David and Jenna Phillips	<p>Prefer Option A.</p> <p>Speed limits on road should be no more than 30mph.</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>Design speed (and eventual speed limit) will certainly be a topic for future discussion, and additional wording is proposed to address concerns.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>Amend paragraph 5.19 to read: "...This road will improve traffic circulation for bus services in particular. <i>The District and County</i></p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	<p>To ensure sustainability, timing of residential development should be closely co-ordinated with uptake of employment plots on site.</p> <p>Concerned that no location reserved for a secondary school.</p> <p>Should investigate whether there is a case for a GP surgery to serve the new development and Paxcroft Mead.</p> <p>Cycle/footpath links seem an afterthought and do not help in linking trip origins and destinations.</p>	<p>The development will require the completion of the distributor road to West Ashton Road, which will open up the employment site for development at the same time. Further restrictions would, however, be unreasonable.</p> <p>The County Council is currently consulting on the possibility of moving an existing Trowbridge secondary school to the East Trowbridge area. A site has not yet been identified for this.</p> <p>A site for a doctor's surgery has been safeguarded at the Paxcroft Mead local centre.</p> <p>Cycle and footpath links have been designed to link up with existing routes to provide routes to neighbouring residential areas, the Paxcroft Mead local centre and the town centre, via the Biss Meadows Country park. Additional wording is proposed to aid accessibility.</p>	<p><i>Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality. Particular care will be required to ensure safety on the narrow corridor that forms the extension of Leap Gate as far as Green Lane. The residential development, with other..."</i></p> <p>No change.</p> <p>No change.</p> <p>No change.</p> <p>Amend paragraph 5.18 to read: <i>" ...In order for walking and cycling to be encouraged, urban footpath and cycleways need to be attractive, secure, well signed and well lit at night with surveillance provided from adjacent housing. Estate maps showing this network will aid orientation and encourage usage. Pedestrian and cycle links are to be provided to existing housing to facilitate movement and provide access to the new facilities."</i></p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
	<p>Welcome retention of Green Lane for non-motorised traffic.</p> <p>Development needs a spatial focus.</p> <p>Need for non-sporting community meeting places.</p> <p>Hope the design of the development will not replicate the scattered boxes approach at Paxcroft Mead.</p>	<p>The intention is to retain and enhance Green Lane as a bridleway, cycleway and pedestrian link between Trowbridge and the countryside. Although the policy explicitly states that there will be no vehicular access to Green Lane, the brief does not, so it is recommended that additional wording is provided to make this clear.</p> <p>The development has a spatial focus, centred on the proposed urban core, to include the primary school and other local facilities.</p> <p>The policy does not require a community building, but discussions are continuing on the potential opportunities for public use of the primary school hall and other facilities.</p> <p>The design will not replicate the scattered boxes approach at Paxcroft Mead.</p>	<p>Add the following to paragraph 5.18 “No vehicular access to the new housing will be provided along Green Lane”.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p>
Mr J & Mrs V.A. Smith	<p>I have no objections to the two options regarding the position of the proposed primary school.</p> <p>I have concerns about the volume of traffic currently in Green Lane. Will any restrictions be imposed on Green Lane (from rugby club in a easterly direction)? Will the section be closed to traffic?</p> <p>Will the traffic from the development be directed via the existing Paxcroft Mead main access road?</p> <p>Can traffic calming measures be introduced into Paxcroft Way / Green Lane?</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>The intention is to retain and enhance Green Lane as a bridleway, cycleway and pedestrian link between Trowbridge and the countryside. Although the policy explicitly states that there will be no vehicular access to Green Lane, the brief does not, so it is recommended that additional wording is provided to make this clear.</p> <p>Yes.</p> <p>The policy requires traffic calming measures within the development and locality which are related to this development only.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>Add the following to paragraph 5.18 “No vehicular access to the new housing will be provided along Green Lane”.</p> <p>No change.</p> <p>No change.</p>
Simon	If a new primary school is built, will the proposed	The new primary school is to meet the needs arising from	No change.

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
Tickell	<p>extension of the current school be put on hold and the temporary classrooms become a permanent fixture?</p> <p>A secondary school at East Trowbridge should be given serious consideration.</p>	<p>this development and other planned development in the area. This is additional to the plans for other schools in the area.</p> <p>The County Council is currently consulting on the possibility of moving an existing Trowbridge secondary school to the East Trowbridge area. A site has not yet been identified for this.</p>	No change.
C.J.L. Tye	<p>This is a completely useless document.</p> <p>Where are road names to enable us to identify the site?</p> <p>How much of the pretty little squares are existing buildings and how much new proposed?</p> <p>Is this issued by the Council at our expense? If so how much of our money has been wasted?</p>	<p>This document provides useful guidance to prospective developers on the proper planning of this area.</p> <p>It is agreed that the final Concept Plan could usefully include road and place names to help orientate the reader.</p> <p>Apart from Green Lane Farm and one nearby property, all of the proposed housing will be new.</p> <p>The brief has been paid for by the developer.</p>	<p>No change.</p> <p>Amend Figures 1.2 and 1.3 to include road and place names to help orientate the reader.</p> <p>No change.</p> <p>No change.</p>
Frank Walker	<p>Why send leaflet only days before the close of consultation?</p> <p>Why not put resources into completing the town centre before developing a greenfield site? Why not build more accommodation units in the town centre, within commercial buildings as well as in accommodation-only blocks, to make the town centre a place for living as well as for commerce?</p> <p>How is the waste tip to be cleansed to avoid toxic substances being spread to neighbouring areas by air, underground watercourses and on vehicles.</p>	<p>The leaflets were sent out early on in the 6 week period of public consultation.</p> <p>The Local Plan proposes development on brownfield sites within Trowbridge, including the residential conversion of old commercial buildings and living accommodation in upper floors above shops and offices. Having looked at the opportunities for this, the Local Plan Inspector recommended that additional greenfield sites were also needed to meet housing needs.</p> <p>The development will be required to clean up any contaminated land on site, in accordance with the requirements of the Environment Agency.</p>	<p>No change.</p> <p>No change.</p> <p>No change.</p>
RJ and LI Watkins	<p>Prefer Option B but has anyone asked the public to see if there are any other options?</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park. The consultation period provides an</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
	<p>Queries whether the development has been publicised enough. What will happen to all responses received?</p> <p>Will Green Lane stay in its current condition and width?</p> <p>What are the health and safety issues regarding development close to an Electric Transformer station? Will there be public open space around the perimeter of the development?</p> <p>There is a road east and north of the existing farm buildings. Is this due to be joined to a new element of the plan unknown to us?</p>	<p>opportunity for alternative options to be aired. Consultation on the contents of the policy and the brief was extensive and designed to include as many interested citizens as possible in the process. This summary of all responses received will be reported to the Council's Cabinet and a decision taken on whether to make amendments to the brief in the light of these comments.</p> <p>The intention is to retain and enhance Green Lane as a bridleway, cycleway and pedestrian link between Trowbridge and the countryside. The exact width and treatment of Green Lane is a matter of detail to be addressed at the planning application stage.</p> <p>Health & safety issues will be addressed in detail at the planning application stage.</p> <p>The boundaries of the development will be subject to landscaping proposals.</p> <p>This site will be connected to the proposed greenfield housing site north of Green Lane (Policy H8c in the adopted Local Plan), as identified in Figure 1.1 of the brief.</p>	<p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p>

Statutory consultees and local groups

English Nature	<p>There are no statutory designated sites in the immediate vicinity of the proposed development.</p> <p>Green Lane Wood is a breeding ground for a population of Bechstein bats which possibly use the adjoining site. Other protected species may be present in and around the area, such as dormice, water voles, great crested newts and badgers that may be affected by the development.</p> <p>Visitors would need to be managed in and around the</p>	<p>Noted.</p> <p>The development addresses the issues of bats and other protected species at paragraphs 2.16 and 2.17. Detailed mitigation measures and the design of the buffer zone to Green Lane Wood will be identified at the planning application stage.</p>	<p>No change.</p> <p>No change.</p>
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Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
	wood, particularly at the buffer zone, ensuring visitors are effectively deterred. Specifically, we suggest that the bats are retained in undisturbed areas of the wood. Look forward to receiving information on the protected species and mitigation procedures on the bats, water voles, dormice, great crested newts and badgers that may be in the area.		
Environment Agency	<p>Welcomes the approach to on site surface water attenuation prior to discharge.</p> <p>The area should be surveyed for possible contamination and, in the first instance, a desk study produced. Should significant ground contamination be confirmed, a site investigation with remediation methods should be set out.</p> <p>It should be clarified why bats are the most important species adjoining the site.</p> <p>Reference should be made to protecting the watercourse, in the sustainability objectives.</p> <p>The watercourse corridor should be mentioned in paragraph 2.19 as both a constraint and an opportunity.</p> <p>We would advise against the planting of alder, to prevent the spreading of alder root disease.</p>	<p>Welcome support.</p> <p>Agreed. The development of this site will have to satisfy Local Plan Policy C37, as set out in paragraph 3.6, which requires the investigation and clean up of contaminated land. Further information is provided at paragraph 2.19. Detailed matters will be addressed at the planning application stage.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Agreed</p>	<p>No change.</p> <p>No change.</p> <p>Add to the end of the first sentence of paragraph 2.16: "as they are a protected species under the Habitats Directive."</p> <p>Add the word "watercourses" after the word "hedges" in point ix of paragraph 4.2.</p> <p>Add a further point (v) after paragraph 2.19 to read: "The tree lined watercourse corridor should be protected and enhanced for both water management and habitat reasons."</p> <p>Delete references to Alder in paragraph 5.28.</p>
Government Office for	Recommends that the document is published as a Supplementary Planning Document under the new	Producing the document as a Supplementary Planning Document will involve unnecessary delay and the	No change.

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
South West	<p>system rather than finalised as non-statutory Supplementary Planning Guidance under the existing system.</p> <p>The proposal does not appear to be likely to have significant effects on the environment by virtue of factors such as its nature, size or location. The need for an EIA to accompany any application should be reconsidered.</p> <p>Paragraph 5.4 - The Council should not exclude other opportunities for delivering affordable housing (i.e. where no agency/ registered social landlord is involved).</p>	<p>production of further documentation. The best course of action would be to adopt the brief as SPG and to progress matters of detail at the planning application stage.</p> <p>This is a matter for the local planning authority to determine. Any planning application will be required to provide significant environmental information to ensure all effects of the proposed development are properly considered.</p> <p>Agreed.</p>	<p>No change.</p> <p>Amend the final sentence of paragraph 5.4 to read: "Where an Agency / RSL is to be responsible for the management of the affordable units, this will need to be identified at the outset of the planning process, as well as the means of determining affordability and accessibility."</p>
Hilperton Parish Council	<p>Prefer Option B, where there will be an opportunity to provide a focal point with recreation facilities at the country park.</p> <p>Would expect to see the completion of the Hilperton relief road, not simply its secured provision, before any development east of Trowbridge.</p> <p>How will extra medical facilities be provided?</p> <p>How can pressure be applied to the County Council to provide a new secondary school.</p> <p>There will be an excessive increase in traffic along Leap Gate.</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>"Secured provision" means an obligation to deliver within an assured deadline – this reflects the wording of the policy and the recommendations of the Local Plan Inspector and the County Council.</p> <p>A site for a doctor's surgery has been safeguarded at the Paxcroft Mead local centre.</p> <p>The County Council is currently consulting on the possibility of moving an existing Trowbridge secondary school to the East Trowbridge area. A site has not yet been identified for this.</p> <p>The road is a crucial element of the transport strategy for east Trowbridge, providing (along with Hilperton Relief</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p> <p>Amend paragraph 5.19 to read: "...This road will improve traffic circulation for</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
		Road) a link between West Ashton Road and the Canal Road Industrial Estate. The road has been designed to accommodate the proposed level of traffic. The new road will be designed and subject to landscaping to mitigate any adverse affects. Additional wording is proposed.	bus services in particular. <i>The District and County Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality. Particular care will be required to ensure safety on the narrow corridor that forms the extension of Leap Gate as far as Green Lane. The residential development, with other...</i>
Paxcroft Action Lobby (PAL)	<p>Para 2.12 - Visual Appraisal No mention has been made of the visual effect of the development on existing residents the Paxcroft Mead development Please add text: <i>vi) The proposed link road T4a and the land for the development are higher than the existing houses in Paxcroft Mead and special efforts should be made to retain the existing feel of a quiet rural setting within Paxcroft Mead</i></p> <p>Para 2.13 - Noise This is a very significant concern to PAL and is currently consumed within one small sweeping sentence. In Figure 1, if one extrapolates the dark boundaries of property to the south, it is clear that the extension of Leap Gate as a distributor road was not considered in the location and design of the property to the north of Green Lane. If it had been, then they would be set significantly further back from the road much like the properties at the top of Leap Gate near the District Centre and indeed like these new properties</p>	<p>It is agreed that additional text is required at this point to explain the relationship of the site to the neighbouring area of Paxcroft Mead.</p> <p>The concerns of existing residents are understood. It is recognised that this part of the proposed development needs to be carefully handled. It is therefore agreed to amend paragraph 2.13 to meet the concerns expressed.</p>	<p>Amend paragraph 2.12 (ii) to read: "Long distance views into the site from the north are largely screened by recent housing development. <i>However, the north of the site is higher than the existing Paxcroft Mead estate and therefore the urban design and landscaping strategy for the site will need to ensure that existing residential amenity is retained. Some local views are available from Green Lane.</i>"</p> <p>Amend para 2.13 to read: " Potential noise sources adjoining the site are identified as being road traffic noise from the proposed distributor link road. <i>The effects of this on both the new development and the existing neighbouring residential properties to the site should be mitigated as far as possible, with particular care taken on the narrow corridor that forms the extension of Leap Gate as far as Green Lane.</i>"</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
	<p>appear to be.</p> <p>We would like to see explicit mention of the proximity of these properties and the extra measures required to ensure their safety, privacy and protection from all forms of pollution (including noise).</p> <p>Please amend para. 2.13 to read:</p> <p>Potential noise sources adjoining the site are identified as being road traffic noise from the proposed distributor link road. <i>The effects of this on both the new development and the neighbours to the site should be mitigated as far as possible, with particular care taken on the narrow corridor that forms the extension of Leap Gate as far as Green Lane.</i></p> <p>Para 2.15 - Habitats</p> <p>PAL is very concerned for the protection of the wildlife habitat from the adverse effects of the building of the proposed development. We note that the responses adopted from the WWT regarding wildlife relate almost exclusively to the Green Lane Woods. We would like to see a buffer zone of native species trees and shrubs between the hedgerow and the development site, similar to that in place on the Paxcroft Mead side of the hedgerow, shown on FIG 1.</p> <p>This proposal is in line with the objectives set out in LETDB Chapter 4 - The Quality of Life & Sustainable Development Objectives – 4.2 ix “Protection and wherever possible enhancement of the natural environment including trees, hedges...”</p> <p>Please add at the end of this paragraph:</p> <p><i>Enhancement of hedgerow already in place on the adjacent development on Paxcroft Mead should be mirrored on the new development.</i></p>	<p>It is agreed that words should be added to paragraphs 2.15 to reflect paragraph 5.28 and to emphasise the need to protect, enhance and strengthen the existing hedgerows along the northern boundary of the site, both to enhance wildlife habitats and the character of Green Lane.</p>	<p>Add the following text to the end of paragraph 2.15:</p> <p><i>"Particular attention should be paid to protecting, enhancing and strengthening the existing hedgerows along the northern boundary of the site, both to enhance wildlife habitats and the character of Green Lane."</i></p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
	<p>Para 2.17 - Other species Has a proper survey of badger activity been carried out? Paxcroft Mead residents request that a Badger survey is undertaken by an independent agency on the hedgerows adjoining the development and the route for the distributor road T4a at the earliest opportunity.</p> <p>Para 2.19 Other Characteristics This reads like the site is entirely self contained and no-one else will be able to see it or be affected by it. This is not the case. The residents of Paxcroft Mead will both be able to see the development and be affected by it. This is not an insignificant number of people. Please add to key findings: <i>vi) The proposed link road T4a and the land for the development are higher than the existing houses in Paxcroft Mead and special efforts should be made to retain the existing feel of a quiet rural setting within Paxcroft Mead.</i></p> <p>Please note that the scrapyard is still active, at the time of writing. We are very concerned that a thorough survey of contaminants should be undertaken to determine their nature and inform the measures for the decontamination of the site. We request that the results of this survey and its recommendations should be included in the Development Brief. Please amend:</p>	<p>The prospective developers are required to commission a badger survey to satisfy environmental impact regulations and the survey results have to be submitted to the Council with any planning application.</p> <p>Agreed that additional wording is required.</p> <p>Agreed that minor word changing would help to clarify the position.</p>	<p>No change is necessary.</p> <p>At paragraph 2.19, add to the end of point (i): <i>"However, the north of the site is higher than the existing Paxcroft Mead estate and therefore the urban design and landscaping strategy for the site will need to ensure that existing residential amenity is retained."</i></p> <p>Amend paragraph 2.19 to read: <i>"Within the H11 allocation there is the remains of the former a scrap yard site. It will be necessary to undertake appropriate site investigation works and remedial measures to decontaminate this area, removing any remaining scrap material and treating any oil or other similar spillages."</i></p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	<p>Within the H11 allocation there is the remains of a former a scrap yard, <i>still active at the time of writing</i>. Please add: <i>A thorough scientific survey of the site is required to determine the nature of contaminants and necessary measures for the decontamination of the site.</i></p> <p>Para 3.2.65 Planning Policy Supporting Text Paxcroft Mead Residents living in houses adjacent to the corridor between the Leap Gate (T4A) and the distributor road for the proposed development report occasional flooding to their gardens. This will surely be exacerbated by the building of the road if proper measures are not implemented. Please add: <i>Developers are required to investigate measures to remove the risk of flooding to property adjacent to the Paxcroft Mead distributor road corridor at the earliest opportunity.</i></p> <p>Para 3.2.64 We do not expect any more road links across Green Lane than are absolutely necessary. They will only provide further hazards for cyclists, pedestrians (and indeed horses). We certainly would be opposed to any road link between the current Paxcroft Mead estate and the new development in addition to the extension of Leap Gate, as they would create additional traffic on residential roads.</p>	<p>This is supporting text to Policy H11 contained within the adopted District Plan. The wording cannot be changed at this stage. The development is required to ensure that the development deals with any flooding risks resulting from the development (see paragraph 4.2 (x)).</p> <p>This is supporting text to Policy H11 contained within the adopted District Plan. The wording cannot be changed at this stage. It is agreed that additional wording should be added to ensure that access roads across Green Lane do not result in hazards for cyclists or pedestrians.</p>	<p>No change is necessary.</p> <p>Amend the end of paragraph 5.18 to read: The overall outline application should make provision to fund the improvement of Green Lane for cyclists, pedestrians and a bridleway. <i>Green Lane should be a key feature of the masterplan, and the proposed developments south and north of the lane should be designed to maximise its potential use by non-car modes.</i> The layout of the housing area should be designed, as should the new area of housing north of Green Lane, to facilitate a circular link for buses and vehicles. <i>In</i></p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	<p>Policy H11: Subsection 8 We note that the distributor road is to be designed “to serve the development”. We look forward to seeing plans that are genuinely designed for the needs of the residents of the new development and the existing Paxcroft Mead development, rather than to encourage through traffic into the 2 estates, particularly of heavy goods vehicles.</p> <p>Policy E1A We note that any improvements should only be associated with the employment development and not to encourage the use of Leap Gate by heavy goods vehicles to pass through the estate. These already have safe, fast access to the A350 from the bypass at Semington.</p> <p>Supporting text 3.3.6 We are extremely concerned at what appear to be plans to make Leap Gate a rival road to the A350 by making mention of access through to the M4. We do not</p>	<p>Whilst Policy H11 makes clear that the road is required to serve the development, it is also clear from the District Plan (Policy T4C), that this road has a wider function, to complete a north and eastern distributor network for Trowbridge. This aim has been in adopted Local Plans since 1992.</p> <p>Whilst Policy E1A requires road improvements associated with the employment development, it is also clear from the District Plan (Policy T4C), that the road infrastructure has a wider function, to complete a north and eastern distributor network for Trowbridge. This aim has been in adopted Local Plans since 1992.</p> <p>This is supporting text to Policy E1A contained within the adopted District Plan. The wording cannot be changed at this stage. The north and eastern distributor road network is not</p>	<p><i>order that the potential for permeability is maximised, the County Council will seek additional vehicular links over Green Lane between existing and proposed developments both east and west of the main distributor road crossing. There is a requirement for a link between this development and the proposed housing development to the north of Green Lane. These additional crossings of Green Lane will need to be carefully designed to mitigate against any potential safety hazards.</i></p> <p>No change.</p> <p>No change.</p> <p>No change.</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
	<p>believe this to be the intention of the road, which is supposed to be designed for the residents.</p> <p>Para 4.2 - Sustainable Development Objectives We welcome the aim to create a safe and attractive residential area and would like to extend this to include the retention of Paxcroft Mead as a safe and attractive residential area. Please insert (and move the other objectives down accordingly): <i>vii) Avoidance of negatively impacting on the safety, privacy or attractiveness of existing residential areas.</i></p> <p>Para 5.1 - Development and Design Principles The use of similar building materials, architectural styles and similar densities of housing in areas adjacent to Paxcroft Mead will greatly enhance the achievement of this objective. Please add: <i>In areas adjacent to the existing development at Paxcroft Mead, housing will be of a similar density and style and built of similar materials.</i></p> <p>Para 5.9 - Urban Design Form The land rises on the side of the new development. Housing adjacent to existing housing on Paxcroft Mead should not be higher than 2 storeys. Please add: <i>Where the new development adjoins the existing one at</i></p>	<p>intended to function as a rival road to the A350 and will not be signed as an alternative.</p> <p>Agreed.</p> <p>It is agreed that the design of this development needs to be informed by the wider context, having regard to any immediate neighbouring buildings, but also the townscape and landscape of the wider locality. However, modern urban design and density principles have moved on from those in operation during the 1980s and 1990s when Paxcroft Mead was conceived and it would be inappropriate to replicate the Paxcroft Mead estate. It is agreed, however, that additional wording should be added to ensure that the new development does not adversely affect the amenity of existing properties.</p> <p>It is agreed that additional wording should be added to ensure that the new development on the northern boundary of the site does not adversely affect the amenity of existing properties in Paxcroft Mead. However, a blanket ban on 3 storey buildings is considered too inflexible as with appropriate siting and set back behind planting 3 storey</p>	<p>Para 4.2 - Add new objective after (vi): <i>"Avoid negatively impacting upon the safety, privacy or attractiveness of existing neighbouring residential areas."</i></p> <p>Amend para 5.1 to read: <i>"The overall objective will be to establish a sense of place and community at East Trowbridge through the whole of the development, whilst respecting the amenity of the existing neighbouring areas."</i></p> <p>Amend para 5.9 to read: <i>"Although a strong building line will be followed, open spaces and front gardens should ensure that soft landscaping is a dominant feature. A particular consideration will be the design of the northern boundary with Paxcroft Mead, where</i></p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	<p><i>Paxcroft Mead, buildings will not be higher than 2 storeys.</i></p> <p>Para 5.18 - Movement There is significant use of Leap Gate by pedestrians at present. We believe this is due to the complete lack of signposting on footpaths. This will be a significant accident risk when the proposed road link is opened. Please add. <i>In order for walking and cycling to be encouraged, an integrated system of signposting for footpaths and cycleways should be installed on both the new development and the existing development on Paxcroft Mead. There should also be estate maps showing this network in the forecourts of both District centres.</i></p> <p>Para 5.20 - Movement We note that mention is made of the speed of residential roads but not of the distributor road. Along the extension of Leap Gate the housing corridor narrows to just a few metres from the road, with gardens significantly lower than the height of the current footpath. We would like to see the opportunity taken to design this section of the road in particular with safety in mind. Please add: <i>5.21 For safety the design speed of the Distributor Road should be appropriate to its location. Particular note should be taken of its proximity and height relative to the adjoining properties on the section proposed to extend Leap Gate over Green Lane as the</i></p>	<p>buildings may be appropriate.</p> <p>It is agreed that references should be added to the importance of signage and maps within the development.</p> <p>It is agreed that additional text at paragraph 5.19 will help to identify the importance of safety considerations along the distributor road, especially where it joins the existing Paxcroft Mead residential area.</p>	<p><i>the urban design and landscaping should respect the amenity of the existing neighbouring areas. There will be a mix of 2, 2.5 and some 3 storey buildings..."</i></p> <p>Amend paragraph 5.18 to read: " ...In order for walking and cycling to be encouraged, urban footpath and cycleways need to be attractive, secure, <i>well signed</i> and well lit at night with surveillance provided from adjacent housing. <i>Estate maps showing this network will aid orientation and encourage usage.</i> Pedestrian and cycle links are to be provided to existing housing to facilitate movement and provide access to the new facilities."</p> <p>Amend paragraph 5.19 to read: "The development (in combination with the planning permission pursuant to for site E1A) will also provide for the completion of the Distributor Road link between West Ashton Road and Paxcroft Mead. This road will improve traffic circulation for bus services in particular. <i>The District and County Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality. Particular care will be required to ensure safety</i></p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
	<p><i>existing footpath is considerably closer to and raised above properties for this section than the road will be at any other point. Traffic calming measures should be adopted throughout the development and may take several forms.</i></p> <p>Appendix 1 - Permission for Development We welcome this. We do not expect to experience any site traffic accessing the site to the south of Green Lane from the north (with the possible exception of contractors working on the T4A extension).</p> <p>New section - Construction In the light of the Permission highlighted above, recommend slight wording change. Construction</p> <p>Construction will be managed to minimise noise and disturbance to existing residential properties in the area. Planning conditions and other measures will be employed to cover such issues as the hours of working, delivery times, acceptable noise limits and the routeing of construction vehicles. <i>Access to the site during construction will be from West Ashton Road, with the exception of any work performed on or around the distributor road to the north of Green Lane. Leap Gate will be closed to traffic at Green lane until the final phase of the development has been completed.</i></p> <p>Suggested additional text at end of para. 5.18 We are strongly opposed to any plan that will increase vehicular traffic on residential roads. This would be totally out of keeping with the style of the current</p>	<p>This permission was granted when the implementation of the E1A site was envisaged prior to the delivery of the road T4C and the housing development H11.</p> <p>It is agreed that the development brief should include a section on construction, to ensure that residential amenity within the Paxcroft Mead estate is maintained.</p> <p>Whilst the intention will be to minimise the impact on the existing residential areas at Paxcroft Mead, the County Council is concerned that access only from West Ashton Road could result in the deterioration of the road surface and verges. Routeing options need to be investigated and agreed at a later stage.</p> <p>Designing the development to maximise permeability by public transport is an essential requirement of the County Council. The provision of links across Green Lane is set out in the adopted District Plan.</p>	<p><i>on the narrow corridor that forms the extension of Leap Gate as far as Green Lane. The residential development, with other..."</i></p> <p>Add a new paragraph to section 7 as follows:</p> <p><i>Construction</i></p> <p><i>Construction will be managed to minimise noise and disturbance to existing residential properties in the area. Planning conditions and other measures will be employed to cover such issues as the hours of working, delivery times, acceptable noise limits and the routeing of construction vehicles. Access to the site during construction will be managed to minimise the impact on the existing residential areas at Paxcroft Mead.</i></p> <p>No change.</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
	<p>housing which has the feel of several small clumps of housing rather than one huge urban estate. Estate roads are not designed to accommodate buses. All the houses on Paxcroft Mead are within a short walk of the distributor road – this will surely also be the case on the new development. There is no reason for buses to be routed onto estate roads. The proposal would also cause severe disruption to the hedgerow habitat. Please remove the suggested additional text.</p> <p>Suggested additional text to paragraph 5.19 Add text to paragraph 5.19: "The District and County Councils will determine at the planning application stage... <i>with particular reference to the Paxcroft Mead distributor road and the narrow corridor that forms the extension of Leap Gate as far as Green Lane.</i></p>	<p>Agreed that amendments should be made to the suggested additional text to paragraph 5.19.</p>	<p>Amend paragraph 5.19 to read: "The development (in combination with the planning permission pursuant to for site E1A) will also provide for the completion of the Distributor Road link between West Ashton Road and Paxcroft Mead. This road will improve traffic circulation for bus services in particular. <i>The District and County Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality. Particular care will be required to ensure safety on the narrow corridor that forms the extension of Leap Gate as far as Green Lane.</i> The residential development, with other..."</p>
Trowbridge Civic Society	<p>Slight preference for Option A. - Closer to the centre of gravity of the new development, marginally safer with easy access, both walking and cycling, to and from the new development and will probably be less intrusive for the Country Park.</p>	<p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p>	<p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	<p>The document needs to say more on issues of traffic access, flow and volume, particularly at West Ashton Road, which is extremely busy, yet narrow in places.</p> <p>Will there be a tunnel or bridge to take traffic crossing Green Lane?</p> <p>I have been told that when Paxcroft Mead development was under discussion, assurances were given that traffic from Paxcroft Mead would not be given a way through to West Ashton Road. Pleased to see proposals to extend the country park and to safeguard and improve adjacent wildlife habitats. Green Lane Wood Nature Reserve is a particularly valuable asset. Wildlife would benefit by having a "corridor" linking Biss Meadow to the Nature Reserve.</p>	<p>The role and function of the road is set out in both the policy and in paragraph 5.19. It is agreed that a new paragraph should be added before paragraph 5.21 to address issues of how traffic impact will be mitigated.</p> <p>Crossing of Green Lane will be at grade, probably with some form of controlled facility, with detail being worked through at a later date. Text could be amended to provide clarity in what we expect to see for other linkages over Green Lane east and west of the main distributor road crossing. A secondary point of access to the Paxcroft Mead urban extension from West Ashton Road was always envisaged by the County Council and was in the previously adopted District Plan (1996). Welcome support.</p>	<p>Add new paragraph before paragraph 5.21 to read: <i>"In section 3 of the brief, reference is made to a number of relevant policies, and in terms of off-site impact, particular note should be made of policies T3 and U1. For the avoidance of doubt, it is essential that future planning applications are accompanied by a full transport assessment. As well as providing details of measures that improve access to the proposal site by public transport, walking and cycling, the transport assessment will also need to show how any adverse traffic impact will be mitigated. This is likely to be particularly evident along West Ashton Road and its junctions with the A350 to the south, and County Way to the north."</i></p> <p>No change.</p> <p>No change.</p> <p>No change.</p>
Trowbridge	This is an excellent brief which covers most aspects	Welcome support.	No change.

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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Town Council	<p>well.</p> <p>The provision of open space is calculated on a low multiplier of 2.35 residents per dwelling. Nor does the calculation include the rugby ground. A more realistic multiplier would be 2.75. On the basis of a larger site, 4.2 hectares of open space would be required.</p> <p>The need is for formal playing pitches, particularly youth and adult football pitches, which should be laid out on a single 7 acre site with changing rooms, adjacent to the future open space required of the H11a site.</p> <p>Formal equipped children's play areas should be provided in each of the 3 distinctive neighbourhood with informal green spaces provided throughout.</p> <p>Commuted sums for the maintenance of open space should be required of the developer.</p> <p>The % of affordable housing should be changed to 30% as an absolute requirement.</p> <p>The school should be built to accommodate a longer range forecast.</p> <p>Prefer Option A.</p> <p>The employment land should be developed before or at least as the same time as this housing development takes place - should be made a condition of a permission.</p>	<p>The provision of open space was calculated on the basis of 2.5 residents per dwelling. The rugby ground is not part of this development site.</p> <p>The location of playing pitches at the country park will meet all of the Town Councils requirements, except for proximity to the previously identified H11a site. However, that site has now been deleted from the Local Plan and so the best location for the pitches is at the country park.</p> <p>The Council's open space standards require equipped children's play areas to be located within easy walking distance of all residential properties. Therefore provision will be made in all neighbourhoods.</p> <p>Agreed. The Council's Open Space SPG provides further guidance to developers.</p> <p>The policy requirement is for "up to 30". The exact % is a matter for negotiation at the planning application stage, having regard to local needs and the economics of provision.</p> <p>The primary school requirements are set out in the policy and have been endorsed by the County Council.</p> <p>Although both options have advantages and disadvantages, the Council considers that option B is preferable as it offers the opportunity to create a community school with shared hall and sports facilities to the benefit of school children and the wider local community on the edge of the country park.</p> <p>The development will require the completion of the distributor road to West Ashton Road, which will open up the employment site for development at the same time. Further restrictions would, however, be unreasonable.</p>	<p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p> <p>Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.</p> <p>No change.</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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	<p>Design - chimneys, varied building lines and quality street furniture should be required. Street lighting should be on buildings. Cycleways and footpaths should be wide and well lit. Community safety must be built into the design of the neighbourhoods.</p> <p>Traffic claming is essential but speed humps or cushions should be avoided.</p>	<p>This brief (and the Council's Design SPG) set out the design principles to be followed. Detailed matters will be determined at the planning application stage. The brief supports community safety principles (paragraph 4.2).</p> <p>Specific traffic management measures are too detailed to be specified in development brief. However, it is agreed that additional text is required.</p>	<p>No change.</p>
	<p>The development must ensure that link road T5A is built, not just its provision secured.</p> <p>Early consultation is necessary to determine how the development will be serviced by public transport.</p>	<p>“Secured provision” means an obligation to deliver within an assured deadline – this reflects the wording of the policy and the recommendations of the Local Plan Inspector and the County Council.</p> <p>Agreed. Details of provision will be determined at the planning application stage.</p>	<p>Amend paragraph 5.19 to read: <i>"The development (in combination with the planning permission pursuant to for site E1A) will also provide for the completion of the Distributor Road link between West Ashton Road and Paxcroft Mead. This road will improve traffic circulation for bus services in particular. The District and County Councils will determine at the planning application stage, after appropriate public consultation, the design and/or traffic management measures for the road to ensure road safety and residential amenity in the development and the surrounding locality. Particular care will be required to ensure safety on the narrow corridor that forms the extension of Leap Gate as far as Green Lane. The residential development, with other..."</i></p> <p>No change.</p> <p>No change.</p>
Wessex Water	<p>Recommends paragraph 6.2 is redrafted to reflect detailed information on the water supply.</p> <p>Drainage must be provided to adoptable standards. The urban design proposals raise concerns regarding</p>	<p>Agreed that paragraph 6.2 should be redrafted to reflect the main recommendations of Wessex Water.</p> <p>The points are noted and the details of any proposals will be subject to agreement at the planning application stage.</p>	<p>Redraft paragraph 6.2 to read "Wessex Water has advised that the 350 mm Trowbridge trunk main crosses the site. It is anticipated that the main will have adequate capacity to meet the demand</p>

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

Name of Consultee	Summary of Comments	Draft Council Response	Recommendation
	<p>compliance with the requirements for "Sewers for Adoption".</p> <p>The brief should clearly state that where sustainable surface water drainage systems are granted, planning obligations will make provision for developers to finance their long term monitoring and maintenance, as they will not be adopted by Wessex Water.</p> <p>Land drainage will not be permitted to discharge to the public sewerage system.</p> <p>Recommends paragraph 6.5 is redrafted to reflect the foul drainage sewerage network. A parcel of land will need to be allocated for an on-site pumping station.</p>	<p>Agreed.</p> <p>Agreed. This is supported by Local Plan policy U2.</p> <p>Agreed that paragraph 6.5 should be redrafted to reflect the main recommendations of Wessex Water.</p>	<p>arising from the proposed development."</p> <p>Add the following text to the end of paragraph 6.3: "Where sustainable surface water drainage systems are proposed, planning obligations will include provision for developers to finance their long term monitoring and maintenance."</p> <p>No change.</p> <p>Redraft paragraph 6.5 to read: "The proposals require a new foul mains drain to connect to the trunk foul sewer at County Way. This is likely to require an on-site pumping station, storage, rising main and river crossing as well as gravity sewers."</p>
West Ashton Community Action Plan Group	Would like to see a combined footpath/cycleway built along the road between West Ashton and Trowbridge joining with the cycle path on the outskirts of the Lavender Fields Estate.	This development and the employment site on West Ashton Road will improve pedestrian and cycle access to Trowbridge and provide for improvements to and widening of West Ashton Road. The exact details will be determined at the planning application stage.	No change.
Wiltshire Bridleways Association	New links should be included in any development, which would improve existing paths. In particular, a connection which would link Drynham Lane with Green Lane and Paxcroft paths.	This development will secure existing and new bridleways on-site and thereby help to achieve the suggested connections. The completion of the links depends upon additional works on adjacent sites coming forward as part of other developments.	No change.
Wiltshire Fire Brigade	Recommend that a domestic sprinkler system is considered for this development and ask that the Council considers the potential lifesaving benefits of such a system.	The brief states that consideration will be given to the issue of fire safety in the design and layout of the development (paragraph 5.17). The specific measures are a matter of detail best left to the planning application stage.	No change.
Wiltshire Police	Recommends that the Brief is amended to require a Developers Award for the construction of buildings to ACPO guidelines rather than just to encourage secured by design standards.	This is a matter of detail which should be considered at the detailed planning application stage. In the meantime, the Council will investigate these guidelines further.	No change.

Draft East Trowbridge Development Brief - Consultation Responses Received (September 2004) Appendix 1

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