

## **Summary of Recommended Changes**

### **General**

Delete references in the brief to option A and make minor amendments to promote the land use distributions set out in option B.

Amend the Concept Plan to show the general location of children's play areas.

Amend Figures 1.2 and 1.3 to include road and place names to help orientate the reader.

### **Paragraph 2.12**

#### **Visual Appraisal**

The effect that the proposed development would have upon the surrounding landscape and townscape has been considered and an appropriate landscaping strategy has been prepared. It has been found that:

- i) The site has a strong visual enclosure.
- ii) Long distance views into the site from the north are largely screened by recent housing development. *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.
- iii) In spite of the elevation of land to the east most views into the site are screened by the woodland at Biss and Green Lane Woods.
- iv) Views from the west are largely screened by existing built development and perimeter trees.
- v) Views from the south are filtered by the roadside hedgerows along west Ashton Road.

### **Paragraph 2.13**

#### **Noise**

Potential noise sources adjoining the site are identified as being road traffic noise from the proposed distributor link road. *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.*

### **Paragraph 2.15**

#### **Habitats**

Consideration should be given to retaining, wherever possible, the majority of the hedgerows and mature trees within the structural landscaping of any scheme (in particular those classified as “important” under the Hedgerows Regulations (1997) and those which are found to be species-rich). Existing gaps in hedges, where possible, should be planted up to strengthen the ecological connectivity across the site. *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.*

### **Paragraph 2.16**

Bats are considered the most important species to be found adjoining the site *as they are a protected species under the Habitats Directive*. Several bat species have been identified in the woodlands immediately adjacent to the site and hedgerows along the Blackball Brook. Mitigation proposals for the H11 site will be linked to the management of Green Lane Wood.

## **Paragraph 2.19**

### Other Characteristics

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.

### Key Findings of the Site Characteristics Appraisal

The following constraints and opportunities within and around the site have been identified.

- i) The site has strong visual enclosure and there are very few public viewpoints within which the proposed residential development site could be seen. *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."* ;
- ii) The area previously occupied by the scrap yard should be decontaminated.
- iii) The scheme should be sensitive to the potential ecological interest, in particular the woodland and the habitat for bats;
- iv) The mature hedgerows and trees should be integrated within the development, where feasible;
- v) There is potential to provide a new country park through the site as has been achieved elsewhere in recent development to the east of Trowbridge. The proposals will incorporate such a feature.
- vi) *The tree lined watercourse corridor should be protected and enhanced for both water management and habitat reasons.*

## **Paragraph 4.2**

Development at East Trowbridge will address principles of sustainable development throughout its design, planning application and construction phases. It will seek to achieve the following objectives:

- vi) A safe and attractive residential area with easy access and movement through the site to reduce the need to travel by car.
- vii) *Avoid negatively impacting upon the safety, privacy or attractiveness of existing neighbouring residential areas.*
- viii) Effective integration with the existing public transport network and services to connect with the wider Trowbridge urban area.
- ix) Provision of high quality open spaces as focal points within the development, to cater for all sections of the community, including formal playing fields, children's play areas and informal recreation areas.
- x) Protection and, where possible, enhancement of the natural environment including trees, hedges *watercourses* and any archaeological features worthy of preservation, and retention of wildlife habitats. Specific proposals to safeguard and enhance Green Lane Wood will be required. Mitigation measures to protect the natural environment and minimise waste will be included in all relevant planning applications. Details of mitigation will be informed by the Environmental Impact Assessment (EIA).

## **Paragraph 5.1**

Considerable importance is placed on achieving a good standard of design in the East Trowbridge development proposals. Excellence and creativity in design will be encouraged to ensure that proposals are compatible with the best characteristics of the Trowbridge local environment. 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*. Urban design principles will ensure a good quality development. Innovative contemporary building forms may be encouraged as well as more traditional design solutions.

#### **Paragraph 5.4**

##### **Affordable Housing**

Affordable housing will be provided as part of the site's development. The scheme will provide up to 30% of the dwelling as affordable. A range of housing types and sizes will be required to meet identified local housing needs including the needs of specific groups. The quantity and form of the affordable housing to be provided will be negotiated with West Wiltshire District Council at the planning application stage but will be based on the identified need. Affordable units will be provided during each phase of the site's development and will be distributed in groups throughout the development to promote a mix of dwelling types and location. This will ensure that the units will become integrated within the development. ~~The Agency/RSL(s) to be responsible for the management of the affordable units~~ *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.

#### **Paragraph 5.9**

The medium density area will typically be in the range 30 to 35 dph. 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 mixture of 2, 2.5 and some 3 storey buildings. The medium density areas will provide a natural progression across the site between the high density urban core and the semi rural urban edge. Figure 5.2 shows the typical design characteristics for a medium density area. Figure 5.3 illustrates the potential variety which can be created by including mews areas to the rear of the main public streets.

#### **Paragraph 5.18**

In accordance with national and local transport policy, emphasis will be placed on encouraging and developing sustainable methods of travel rather than relying on private car use. By controlling vehicles speeds, effective use can be made of shared surfaces for pedestrians and cyclists. A network of routes for pedestrians and cyclists will link key features and areas within the site and offer direct linkages between facilities. 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. Secured sheltered cycle racks should be provided at the primary school. The overall outline application should make provision to fund the improvement of Green Lane for cyclists, pedestrians and a bridleway. *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. No vehicular access to the new housing will be provided along Green Lane.* 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. *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.*

### **Paragraph 5.19**

"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 new residential development east of Trowbridge, will also require the completion of the Hilperton Relief Road, as required by Policy T5A. This will be the subject of a separate planning application. The layout of the Master Plan should ensure the provision of bus shelters adjoining the distributor link road.

### **New paragraph 5.21a**

*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.*

### **Paragraph 5.28**

The landscape framework includes the following landscape elements:

A landscape buffer to the eastern edge of the development, to protect and enhance the nature conservation interests of Green Lane Wood Nature Reserve, to the east. This should include the establishment of a woodland shrub edge of native species, which would complement and extend the existing woodland. The use of dense coppice and thorny shrubs would also deter casual access and disturbance.

Planting along the northern boundary should comprise native planting to strengthen the existing hedgerow.

The brook and open space along the southern boundary of the development to be enhanced by groups of trees, such as ~~Alder and~~ Willow and native shrubs.

The retention of the tree-lined avenue through the country park and the provision of a strong internal green framework for the scheme.

*The retention and enhancement of existing hedgerows along Green Lane.*

### **Paragraph 6.2**

Water Supply

~~Wessex Water anticipate that the water supply for the mixed use scheme can be provided from the main located within the site.~~ *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 arising from the proposed development.*

### **Paragraph 6.3**

#### Surface Water Drainage

The surface water drainage proposals for the site should take account of best management practice promoted by the Environment Agency. A solution incorporating attenuation before discharge to the Blackball Brook is to be agreed. *Where sustainable surface water drainage systems are proposed, planning obligations will include provision for developers to finance their long term monitoring and maintenance.*

### **Paragraph 6.5**

#### Foul Drainage

The proposals require a new foul mains drain to connect to the trunk foul sewer ~~adjacent to the River Biss~~ at County Way. *This is likely to require an on-site pumping station, storage, rising main and river crossing as well as gravity sewers.*

### **New Paragraph 7.4a**

#### Construction

*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.*