

# **Planning Committee**

**Tuesday, 11 October 2016**

## **Additional Information**

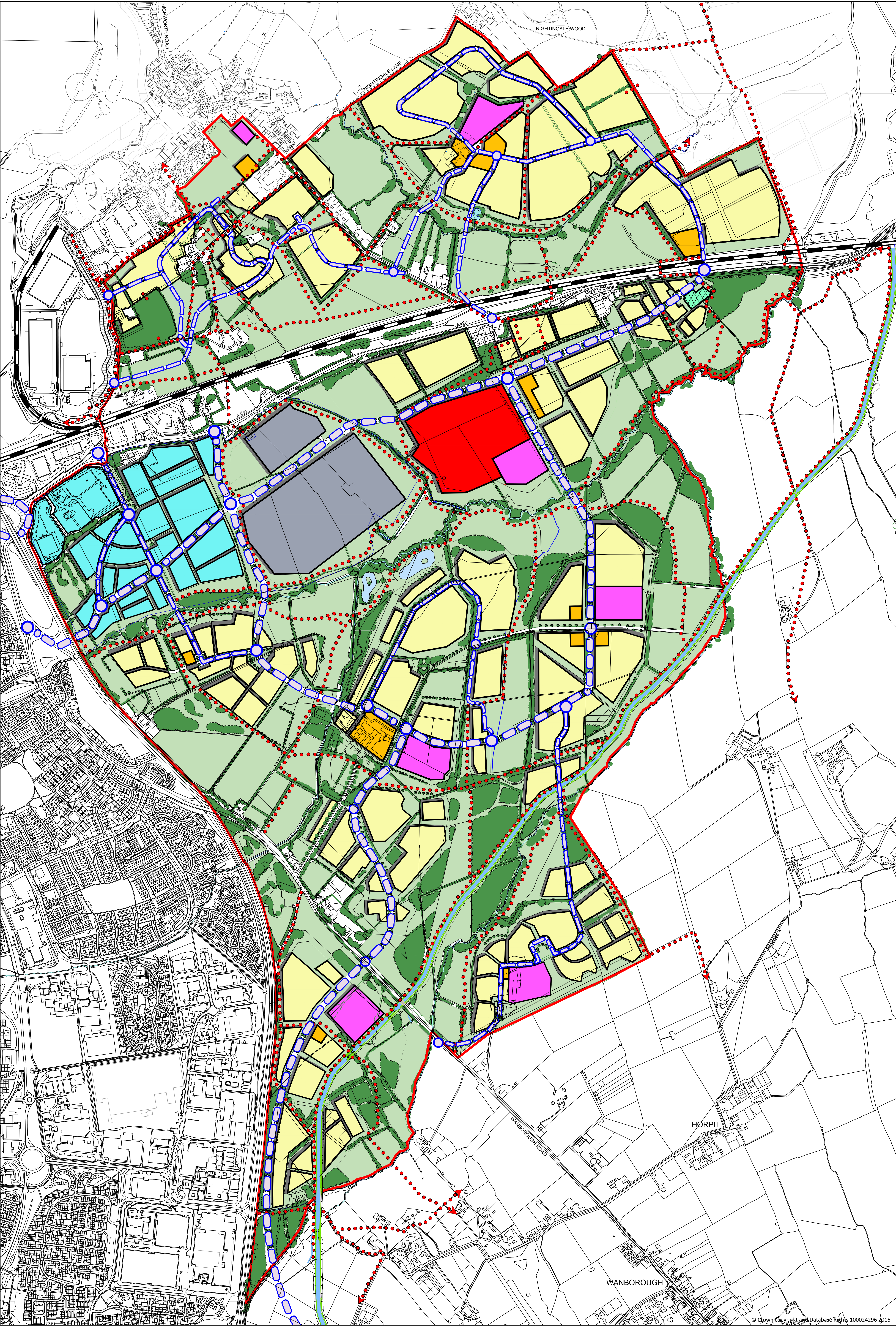
**Agenda Item 11 - New Eastern Villages Planning  
Obligations SPD – NEV Masterplan and comments and  
responses**

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email: [itucker@swindon.gov.uk](mailto:itucker@swindon.gov.uk)



# Appendix A: NEW EASTERN VILLAGES

# The Masterplan



**LEGEND**

DEVELOPMENT BOUNDARY (SBLP 2026 POLICY NC3)

RESIDENTIAL

EMPLOYMENT (Use Classes B2 B8)

DISTRICT CENTRE (Use Classes A1, A2, A3, A4, A5, B1, a/b/c, B2, B8, C1, C2, C3, D1 and D2)

LOCAL CENTRE

EDUCATION (Secondary)

EDUCATION (Primary)

GREEN INFRASTRUCTURE

PARK AND RIDE

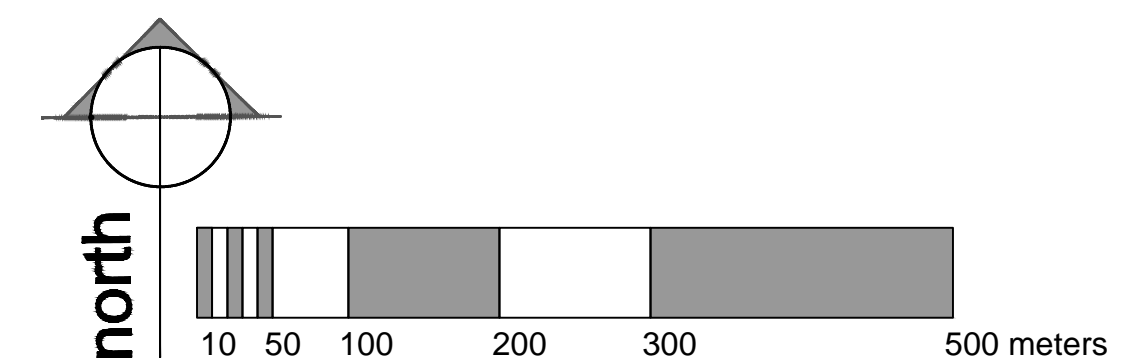
INDICATIVE ROAD NETWORK (With associated shared use footpath-cycleway / footpaths)

INDICATIVE STRATEGIC RIGHTS OF WAY AND AMENITY FOOTPATH/ CYCLEWAY (Existing and Proposed)

IMPROVEMENT TO WHITE HART JUNCTION

GREAT STALL BRIDGE

CANAL SAFEGUARDED ALIGNMENT



1:5000 @ A0  
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SWINDON  
BOROUGH COUNCIL

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RICHARD BELL :  
HEAD OF PLANNING, REGULATORY SERVICES AND HERITAGE

THE MASTERPLAN

Drawing No.: NEV/MP/OCTOBER 2016



# NEV Planning Obligations Rev dSPD Comments and Responses (Indiv)

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
46	Mr K	Price	1		<p>I sent you my comments on the 1st draft consultation and I see that you did not put in any costs for the developers to construct the Wilts and Berks canal through their sites.</p> <p>Please will you revise your plans to ensure that the funding for the canal is with the developers.</p> <p>The management of any flood prevention should be taken into account at high level using the canal as part of this. Once this is in place then when the local detailed plans are created then the developers should make financial provision for their section of the canal in line with the overall plan</p>		<p>The Council recognises the value that delivery of the canal would bring to existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p> <p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
48	Mr D	Knight	1		Swindon Borough Council seems not to have taken my previously stated views which are shared with the W&BCT into account.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
48	Mr D	Knight	2		The construction of the canal and the community benefits it delivers is most easily achieved if it is included as part of the New Eastern Villages infrastructure development and as such should be a requirement of the development.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



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48	Mr D	Knight	3		The canal should be funded by the developers and this is by far the cheapest way to achieve the benefits as plant is on site, earthworks are in progress and the canal works can be planned into the developers schedule.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
48	Mr D	Knight	4		The canal is an excellent way to support sustainable drainage systems and offers opportunities for flood relief and land drainage.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
48	Mr D	Knight	5		Many other developments, e.g. Wichelstowe have really benefitted from having a canal which offers a wonderful opportunity to make a distinctive character for NEV		Point noted.



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48	Mr D	Knight	6		Working canals in other location have created property uplift, and will do here as well.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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48	Mr D	Knight	7		A built canal will create recreational and leisure assets and increase peoples well-being.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
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48	Mr D	Knight	8		A built canal will create wildlife habitat assets, and increase biodiversity. The financial benefits of this are typically high but not taken account of in current financial evaluations.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
65	Mr P	Pickup	1		<p>I wish to make the following comments on the above consultation.</p> <p>1. I wish to urge Swindon Council to REQUIRE the Developers to construct and pay for the section of the canal which will pass through this development.</p> <p>2. This will provide a very important new section of the revised route of the Wilts &amp; Berks Canal and hasten the completion of the canal.</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



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70	Mr J	Baxter	1		<p>As a former local government officer who dealt quite extensively with Section 106 and CIL projects mainly in Shropshire, I have to say that I am disappointed that, despite what I understand to be overwhelming support for the developers having to pay for the canal infrastructure from the responses you have had, the revised draft does not include that essential provision. Whilst I acknowledge that there will always be competing demands on any such agreements, with Education, Highways and other sections of Swindon Borough Council wanting their slice of the cake, let's not allow the developers to dictate terms or the amount of money they are prepared to offer.</p> <p>From long experience dealing with agents of many builders both small and national I know that the developers will be out to reduce any claims for Section106/CIL to the absolute minimum whilst Swindon Borough will be out to get the maximum possible benefit.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



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70	Mr J	Baxter	2		It is important to note that the canal can be part and parcel of the drainage facilities associated with the development. Too often developers have been allowed to create large developments without much thought for the drainage infrastructure and given the dire amount of local government funding that is now spent on keeping our drains clear of the rubbish that impedes flow and causes flooding, the existence of the canal will be a godsend to any developer worth his salt. Run off can primarily be directed there rather than into an already seriously overstretched existing drainage structure. That is all the more reason why the developer should pay for the creation of the cut. The marginal costs of doing so when heavy equipment will already have been hired in to create the foundations for the new housing will be minimal so why not take full advantage of the opportunity.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
71	Mr C N	Barry	1		SUDs proposals will not be adequate, as the NEV lies on relatively impermeable soil which will usually be waterlogged at the times the SUDs are most needed		There are four main categories of benefits that need to be achieved to provide an adequate SuDS scheme. They are the control of water quantity, management of water quality, provide amenity and maintain and enhance biodiversity. There are a vast number of different drainage solutions, which can be selected at a location for their suitability, and can be combined to provide an adequate SuDS scheme.



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71	Mr C N	Barry	2		The canal will hold flood water back, releasing it slowly over subsequent weeks. It will provide a second exit for flood water under the railway line by Acorn bridge.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
71	Mr C N	Barry	3		The Trust's proposals go a long way towards providing an integrated flood prevention and relief scheme deliverable within the timescale of the NEV development.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>



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74	Mr M	Buckland	1	1	Could it be that the SuDS proposals assume that the canal will be built but this has not been plainly stated in the main consultation document?		The aim of the SuDS Vision Draft SPD is to provide guidance for developers to ensure their proposals come forward in line with current guidance and legislation and will not increase the flood risk elsewhere. The Council cannot assume that any infrastructure will be built and can only consider infrastructure as part of a drainage solution where it is being delivered as part of the development.



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74	Mr M	Buckland	2	1,2	<p>a) Water is inherently attractive to human beings who will use it for mainly leisure purposes be it watching it, walking by it, fishing from it or boating on it.</p> <p>g) As stated above water bodies are an attractive focal point for residents and visitors. Many town centres are now centred around a once unknown canal - Reading, Banbury, Birmingham and Stroud are local examples and this applies no less to urban or rural areas, again I cite Wichelstowe.</p> <p>h) Canals have a far greater usage by non-boaters than boat owners or hirers. These include walkers, dog walkers, parents with children, joggers, cyclists (though a physically separate track should be provided - shared use' is fraught with built-in conflict) fishermen, birdwatchers and other wildlife lovers, photographers and artists. Recreation, both active and passive, is being encouraged by many agencies both governmental and voluntary, canal side facilities can contribute significantly both physically and psychologically. Or to put it more simply - they are pleasant and interesting places to be.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



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74	Mr M	Buckland	3	1,2	<p>b) The canal itself should be built as part of the overall infrastructure of the development. The cost of building a canal is not huge and has been included as part of the features of the existing Wichelstowe residential development.</p> <p>c) The developers on this very large site should fund the construction of the new canal as has been done on the Wichelstowe site referred to above.</p> <p>f) There is a strong financial incentive for developers to fully fund the canal's construction. While estimates vary, though there is evidence from the sale price of waterside properties, houses very near water bodies can command a 20% premium on price and those within easy reach may achieve a 10% uplift.</p> <p>Given the size of the overall Eastern Villages development the cost to all developers to fund the canal would be relatively modest.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



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74	Mr M	Buckland	4	2	<p>d) Surface water run-off is becoming an increasing concern where new construction is concerned especially in view of the change to a wetter climate in the UK. Sustainable Urban Drainage System (SUDS) is a partial answer by holding back the immediate volumes of rainfall but that water has to eventually go somewhere.</p> <p>e) The high point of the canal is Swindon with a gradual fall towards the Thames at Abingdon. There is therefore an opportunity to utilise this feature to assist with land and surface drainage and to alleviate flooding.</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
74	Mr M	Buckland	5	3	<p>Canals, whether new or old, provide a unique wildlife habitat. Their structure, consisting of bands of hedges and trees; a tow/footpath with low vegetation; bankside aquatic vegetation and potential habitat for water voles (protected species); the water body itself for fish and other aquatic species; the opposite bank which is often not accessible by humans and is therefore largely free of disturbance and finally a further band of trees and hedges. All this in a width of 15 to 20 metres with considerable in-built biodiversity. Being linear canals play a considerable role in linking existing or newly created wildlife areas.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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74	Mr M	Buckland	6	3	There is considerable scope for the canal being used as an educational resource - wildlife and ecology, industrial history and geography to name but three. Given that five primary schools and one secondary school are planned to be within a short distance or adjacent to the canal route, full construction of the waterway paid for by the developers is too good an opportunity to miss.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



74	Mr M	Buckland	7	3,4	<p>Turning to the SuDS proposals I quote from the document but the point I wish to make is that for SuDS to work in the way proposed, the canal needs to be actually built in order to receive and store the run-off water. A line on a map will drain nothing. Needless to say the Canal Trust supports these proposals subject to detailed consultation.</p> <p>SuDS systems can outfall to the canal and utilise the storage within the Canal as attenuation</p> <p>there may be opportunities to physically link SuDS systems such as swales, bio-retention areas and treatment systems such as reed beds into the canal</p> <p>‘LiDAR level data suggests that only land within the development area falls to this low point. This will need to be investigated and fully understood but if this is the case, there may be an opportunity to re profile this area to utilise storage within the canal if it is delivered as part of the development.’</p> <p>SuDS systems can outfall to the canal and utilise the storage within the Canal as attenuation</p>		Point noted.
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78	Sheila	Wade	1		<p>It was with disappointment that I read through your online document.</p> <p>Surely the number of positive responses to the first round consultation would have convinced you of the support a built canal, and built at the developers expense, has in this community.</p> <p>I can only emphasis to you that the construction of the canal must be included as part of the NEV infrastructure, funded by the developers.</p> <p>The canal will provide a viable plan for flood relief (missing at the moment from your infrastructure plan), will provide enhanced habitat benefits and an increase in leisure and well-being benefits (intangible benefits but eminently marketable) and in addition provide the developers with increased profit from the sale of properties in close proximity to the canal (a real tangible benefit).</p> <p>I fail to see how anyone can regard the inclusion of the built canal within the SPD as anything other than a win/win situation.</p> <p>Please listen to your community and include the built canal, built at the developers expense within the infrastructure proposals.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



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80	Mr P	Henden	1		<p>Despite all the correspondence sent to you on the subject, Swindon Borough Council apparently has not taken these views into account.</p> <p>It is imperative that the construction of the canal must be included as part of the New Eastern Villages infrastructure.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
80	Mr P	Henden	3		<p>Drainage. Due to the impact of climate change In recent years drainage has become crucial in all new developments. A new / restored canal offers great opportunities for improvements in this respect.</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

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80	Mr P	Henden	4		Funding. The canal should be funded by the developers as part of the planning agreement.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
80	Mr P	Henden	5		Leisure. The new canal will be a huge social asset. Folks will be able to benefit from the additional towpath activities of cycling, fishing, walking and just being able to watch the various activities including boating and nature studies. With the focus on the increase of obesity and stress in recent years and the resulting impact on the National Health Service the benefits that can be provided by the new canal are readily apparent.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



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80	Mr P	Henden	6		Property value uplift. It is well known that the presence of a canal nearby significantly enhances the value of property. Aside from the uplift to private dwellings, it is my belief that this enhancement will give a boost to trading opportunities - particularly due to nearness to a centrally located Swindon.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
80	Mr P	Henden	7		Wildlife. The new canal will provide an additional wild-life habitat and corridor which have both suffered in recent years due to the encroachment of town upon country. A canal will create wildlife habitat assets, and increase biodiversity.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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80	Mr P	Henden	8		Finally, I would urge you after further consideration to take a more positive approach to construction of the new canal and look forward to a favourable outcome that will be to the benefit of all		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
83	Mr D	Maloney	1		<p>I was very surprised to see that it appears Swindon Council have not taken previous stated views of the Wilts &amp; Berks canal members/supporters into account. WE have a create deal; of experience in canal restoration and construction and the benefits to all that a canal brings. Clearly we are not getting the word across.</p> <p>Surely it's far easier and cost effective to build a section of canal as part of the Eastern Villages infrastructure? The new canal at Wichelstowe was built by developers and is a great asset to the local people in particular and the rest of Swindon in general. Why is there resistance from the Council to have the same ain the Eastern Villages.</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



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83	Mr D	Maloney	2		<p>The canal would create a great recreational and leisure asset; it's basically a giant ditch and would bring all the opportunities for flood relief and land drainage that such a ditch offers. Of course the diverse wildlife habitat would not only enhance the area but also bring pleasure to local folk and visitors alike.</p> <p>Please do include the construction of the canal into the Eastern Villages plan it makes absolute sense and people will be aware of the sensible decision made for years to come as they enjoy all the benefits a canal line brings.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
84	Mr C	Arch	1		<p>I am concerned that SBC has not taken into account previously stated views regarding the canal and the NEV.</p> <p>The canal offers a great opportunity to enhance the environment of the NEV and the appearance of the area surrounding it.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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84	Mr C	Arch	2		Property prices in a corridor one mile wide - with the canal at its centre – will be enhanced. This has been shown to be the case with other canal restorations. Thus, I believe that the canal should be paid for by the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
84	Mr C	Arch	3		Finally, the canal offers opportunities for flood relief and drainage. Definitely needed in the area.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>



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94	Mr J	Webb	1		Is a linear park which enhances and adds value to the development, in this case your proposed Eastern Villages, and needs therefore to be a commitment requiring its construction to be part of the basic infrastructure and		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
94	Mr J	Webb	2		Will create a recreational facility for walkers, cyclists and anglers hopefully contributing to people's health and well being.		Agreed.
94	Mr J	Webb	3		The canal has potential for contributing to both a flood relief and land drainage facility.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
94	Mr J	Webb	4		Creates a wildlife habitat.		Agreed.
94	Mr J	Webb	5		The fact that canal side properties enjoy a premium in value terms as does the area or corridor is proven. You not only have to look locally at our Kennet and Avon Canal restoration but that undertaken in other parts of the country. I do sincerely hope that Swindon in recognition of this will commit to the canal through the villages and that it is paid for by the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
94	Mr J	Webb	6		Finally please Swindon do not miss this wonderful opportunity to make this southern expansion of the town something special. Properly handled it can be achieved with out incurring costs as I have said these should be met by the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
102	Mr G	Fox	1		<p>I understand the future restored Wilts and Berks Canal will pass through the NEV.</p> <p>There seems to be no mention of this, and no provision to ensure the development doesn't become an obstruction to the canal restoration.</p> <p>With so many successful canal restorations as examples, I would urge you to include the canal in the NEV, and incorporate the "towpath" in the bike/pedestrian circulation plan. I would also urge you to ensure all bridges and utility crossings are built to accommodate the canal, as building them "after the fact" is many times more expensive, and disruptive to street and utility users.</p> <p>There is an opportunity here to include the canal as a future amenity which must not be lost.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
107	Juanita	Poulton	1		I am disappointed to see that whilst the revised draft Supplementary Planning Document confirms Swindon Borough Council's intention to have the canal built along the edge of the New Eastern Villages (NEV), the Document has not confirmed that the construction of the Wilts & Berks canal should be an integral part of the New Eastern Villages infrastructure development contract. I strongly believe that Swindon Borough Council should establish a Section 106 agreement with the prospective developer of the NEV sites so that the housing developments and the canal construction will be coordinated from the outset of the development.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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107	Juanita	Poulton	2		<p>There are enormous benefits from a fully functional canal. A canal is a linier park providing water for boating, and canal-side path for walkers and cyclists. The recreational opportunities are numerous and would encourage the public to take outdoor exercise and appreciate the countryside. Canals naturally develop foliage to support many forms of wildlife and thus increase biodiversity. Formal studies by British Waterways and more recently the Canal and River Trust all point to the economic benefits of active canals. Canal-side residential properties attract a sizable premium and many towns in the UK (notably Birmingham, Reading and Banbury) have embraced their waterways rather than turning their back on them and have benefitted enormously. Through Milton Keynes the canal has created a delightful 'green corridor' that exists there for the benefit of all. Canal, towpath and green spaces are inter-twined and one hardly notices that they are passing through a large conurbation. A New Eastern Villages canal corridor could be equally attractive.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
107	Juanita	Poulton	3		Whilst Appendix B(d) of the Revised SPD confirms that the route for the Wilts & Berks canal as set out on the Policies Map will be safeguarded and protected from development, the question over the funding of the construction of the new canal has not been clarified. The cost of such a project would be beyond the fund-raising capabilities of the Wilts & Berks Canal Trust in the envisaged time-scale. Similarly, SBC is under financial pressures as the borough's population grows. The answer therefore lies in incorporating the construction of the canal in the contract for the construction of the properties etc. in the New Eastern Villages.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
107	Juanita	Poulton	4		I strongly urge Swindon Borough Council to further amend the NEV Revised Draft Supplementary Planning Document to clarify that the construction of the canal in New Eastern Villages will be an enforceable part of the infrastructure development.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
110	Mr J	Dodwell	1		It is very disappointing that the previous points made about the value of the restored Canal and its financing have not yet been taken on board. I am involved with inland waterways over the whole country, including a number of restoration projects. May I suggest you look at this link - <a href="https://canalrivertrust.org.uk/about-us/our-work/restoration/the-benefits">https://canalrivertrust.org.uk/about-us/our-work/restoration/the-benefits</a>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
110	Mr J	Dodwell	2		Examples of the economic benefits of canal restoration can be found on the Kennet & Avon Canal restoration (also in Wiltshire) and the 2011 re-opened Droitwich Canal. In Hereford, the Council are keen to see the canal restored and are requiring developers to restore the canal as part of their overall developments.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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110	Mr J	Dodwell	3		The Droitwich restoration is a good example of using S 106 funding from developers - e.g. Taylor Woodrow. Developers recognise the premium prices which can be obtained from waterside properties - can be as much as 20%. This is a windfall profit for them and it seems only right that they should help to pay for the canal restoration which benefits them		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
110	Mr J	Dodwell	4		Large scale developments bring with them significant land drainage issues. Inland waterways (including restored ones) can provide part of the answer. In addition to capital works, annual payments from the completed development can contribute to ongoing maintenance costs. An example is the Olympic Park in London, where the Legacy Company is paying significant annual sums to the waterway authority		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>



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110	Mr J	Dodwell	5		Large scale developments need amenity space. The restored Canal will provide a linear park through the development which will be available to boaters and all forms of towpath users. It will also be available to wild animals (including swans, ducks, moorhens, herons etc.) and wild plants, thus enhancing the benefits for humans		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
110	Mr J	Dodwell	6		I fear the Council has not yet appreciated the benefits a restored canal can bring not why developers should contribute to the cost.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
110	Mr J	Dodwell	7		If it would help, I can probably arrange for councillors and officials to see other areas which have benefited from restored canals. Please let me know if you would like to take up this offer		Noted.

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133	Mr I	Woodhea	1		<p>With reference to the above consultation and my previous e mail to Swindon BC about the Wilts and Berks Canal Restoration.</p> <p>I had previously asked that the developers should fund the canal restoration which should be part of the New Eastern Villages infrastructure. This view seems to have been ignored by Swindon BC.</p> <p>As someone who was a member of the Kennet &amp; Avon Canal Trust during its restoration I am well aware of the benefits this brought to the authorities along it 76 miles when it was finally completed. It brought in recreational assets and enhanced peoples well being. It also enhanced the wildlife along its route.</p> <p>This will be exactly the same for the Wilts &amp; Berks Canal when completed and in particular this development.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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133	Mr I	Woodhea	2		One other point I would like to make in relation to a large scale urban development is the opportunity for flood relief and land drainage, most important in the light of flooding in other unexpected areas of the country.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>



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142	Mr M	Bridge	1		<p>I am very disappointed that, despite receiving over 300 responses advocating changes which would not only have advanced the restoration of the Wilts &amp; Berks Canal but afforded other benefits, both tangible and intangible, to the NEV area, Swindon Borough Council appears to have chosen to ignore them and to continue to plough its original furrow. The purpose of a consultation exercise is, as I understand it, to learn from the responses of people with different, possibly wider, experience than those conducting it. Sadly, this opportunity seems to have been spurned. In my case, although I have no pretensions to urban planning expertise, I have been involved in canal restoration for nearly 50 years and have seen first hand the benefits that accrue to others as a by-product of our achieving our ambition to restore a canal. The Canal &amp; River Trust have a video and some informative links on their website (<a href="https://canalrivertrust.org.uk/about-us/our-work/restoration/the-benefits">https://canalrivertrust.org.uk/about-us/our-work/restoration/the-benefits</a>) detailing many of benefits to local areas, much of what they claim based on research carried out by the University of Northampton.</p> <p>I therefore reiterate my previously expressed views that, rather than simply protecting the line of the Wilts &amp; Berks Canal, the Council should include a requirement for developers actually</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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					<p>to fund the restoration as part of the NEV infrastructure. Experience elsewhere clearly indicates that properties fronting onto, or even close to, water sell for more than similar ones in other locations, the most commonly quoted figure for this 'uplift' being 15-20%. Developments specifically designed round water features might do even better. This uplift should be quite sufficient to allow developers to achieve 'normal' profits while getting a significant section of the canal restored. Please remember also that restoration of the canal will continue, albeit many years later if the Council does not adopt a different stance, so this uplift will take place at some time. The difference between ensuring early restoration and letting it take its course is that in the latter case it will be the individuals fortunate enough to be living in the houses when the canal is restored who will benefit rather than the community at large.</p>		

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148	Mr R	Gregory	1		I am disappointed to read that the developers have not had to include the canal as part of the plans		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
148	Mr R	Gregory	1		I am disappointed to read that the developers have not had to include the canal as part of the plans		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



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149	Mr B	Tunncliffe	1		I am disappointed that I can find no comment from you on the recommendation, included in my and others' earlier responses, about the desirability of including the canal at the heart of the development.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
157	J	Godwin	1		<p>We write in support of the Wilts and Berks Canal Trust in their efforts to have that canal included in the Eastern Villages Development.</p> <p>When built this canal will offer opportunities for flood relief and land drainage. It will add a distinctive character to the Development and be a recreational and leisure asset to the people living there and their visitors. The value of these homes will be enhanced, as will the well-being of the inhabitants.</p> <p>This canal must be included as part of the New Eastern Villages infrastructure, funded by the developers.</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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159	J	Laverick	1		<p>That the alignment for the Wilts &amp; Berks Canal with its potentially great contributory benefits to the distinctive development of the new Eastern Villages is firmly established within Swindon Borough Council's Masterplan is to be applauded.</p> <p>That the Canal is not to be constructed as part of the essential infrastructure of the NEV is in my view a mistake. This view being based on many years of professional experience as Operations Manager with the former British Waterways Board.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
159	J	Laverick	2		<p>If the Canal is not built until after the main village infrastructure is in place then:- Individual developers will not be encouraged to properly integrate the benefits of the waterway into their detailed plans. Missing the opportunity to perhaps consider community areas around a 'village harbour', executive housing with boat moorings and community facilities for youngsters such as canoeing and rowing clubs.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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159	J	Laverick	3		Individual developers will not be able to harness the benefits of designing the waterway into their land drainage and SUDS drainage schemes.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
159	J	Laverick	4		Individual developers will not be required to fund the waterway which might lead to the completion of the Canal through the NEV being delayed by some considerable time as funding is sought by the voluntary sector resulting in an inevitable blot on the newly constructed landscape. To imagine that an 'add-on' provision of a canal corridor can be achieved post development without massive disruption to the residents of the new homes, to the newly constructed roads, footpaths, services and to the establishing green spaces is a little naïve.		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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159	J	Laverick	5		It should be remembered that a considerable portion of the cost to individual developers of building the Canal as part of the basic infrastructure will be recouped by savings in drainage provision and by the mark up sale price of appropriately designed waterfront housing.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
161	S	Lockley	1		I am disappointed by the continuing lack of provision in the Supplementary Planning Document for the New Eastern Villages regarding the Wilts and Berks Canal.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
168	Ms R	Johnson	1		<p>I have read your revised draft of the New Eastern Villages consultation and am rather concerned at the casual way the advantages of a canal seem to have been dismissed.</p> <p>As a volunteer and supporter of the Wilts and Berks Canal Trust it does seem to me that not enough concern or understanding of the future outcome has been placed on the value of an attractive canal in the new development. Realising AFTER the development is complete that a viable canal would have been exactly what is required is rather late to correct the mistake. It would cost much more money to re-address the omission. If you think what a canal has to offer (see below) the cost could be incorporated within the overall budget at very little (if any) extra funding needed. But it must be included at the START, i.e., as a responsibility of the builders and the excavating machines and the costs included as part of the Green Environmental budget. Think ahead!!</p> <p>Advantages of a viable canal.</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

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168	Ms R	Johnson	2		A green corridor for recreation, education, tourist attractions (think of Birmingham, Reading and Banbury who have all regenerated their canals to great advantage),		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
168	Ms R	Johnson	3		Holiday boaters shopping at local shops.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

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168	Ms R	Johnson	4		The canal can serve as a flood relief channel in possible very wet weather in the future.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
168	Ms R	Johnson	5		You could even make use of the power of water to generate electricity by adding generators etc. later on (but not necessarily as part of the New Villages Development). But building the canal at the START of the development is crucial. It needs to be part of the basic infrastructure.		The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
169	Mrs J	Taylor	1		I understand that planning for the Wilts & Berks canal has not been included in the costing of the village		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
175	Mr J	Gunner	1		I do not understand why the canal has been excluded from NEV. This shows a total lack of foresight for a major amenity for residents. If the canal is omitted it may never be included and the opportunity will be lost forever. Surely the Developers can be persuaded to fund this project from such a major scheme. Please do not lose this vital asset for the local community, wildlife and visitors.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



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177	Mr A	Dawe	1		The Wilts & Berks Canal will provide a wonderful opportunity to make a special environment for New Eastern Villages.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
194	Mr H	Garrod	1		I am writing to support to planned canal project in the NEV plans. Future generations will not thank you for passing up the possibility of making the canal an integral part of the development. All the environmental and social advantages are well rehearsed. I urge you to re-examine these in detail. This is a once in a lifetime opportunity and should not be missed.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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208	Mrs P	Clover	1		<p>I am concerned that the Swindon Borough Council seems not to have taken into account the previously stated views of the Wilts &amp; Berks Canal Trust regarding plans for the New Eastern Villages.</p> <p>This is a project that has great benefits for the development and also will enhance the environment for residents and the value of housing (evidenced that there is a premium value whenever there are attractive features and particularly water near property). It will provide an opportunity to make a distinctive character for NEV</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
208	Mrs P	Clover	2		<p>The construction of the canal should be included as part of the New Eastern Villages infrastructure, and funded as part of the Section 106 terms by the developers.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
208	Mrs P	Clover	3		The canal offers opportunities for flood relief and land drainage within the development without underground works – helping to reduce on-gong maintenance and will be an attractive recreational and leisure feature for local people.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
208	Mrs P	Clover	4		There will be opportunities for local businesses to benefit from the tourism and leisure business from walkers, fishermen, cyclists and boaters using the canal. A canal will create a wildlife habitat corridor, and increase biodiversity.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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211	Mr N	Barber	1		The revised draft for the New Eastern Villages has not taken into account the building and funding of the canal		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
214	Mrs M	Brunger	1		I am disappointed that the Council seems to have ignored the views of the Canal Trust.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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215	Mrs J	Eades	1		The above document does not make the re-instatement of the canal as integral part of the development. The benefit of making this part of the developer's responsibilities are multiple including flood relief, wildlife habitat, improved environment for all citizens and opportunity for developers to offer housing of character.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
219	Mrs L	Cobbett	1		I once again write to support the expansion of the canal on the eastern villages. This should be at the heart of the future development.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
219	Mrs L	Cobbett	2		I think the developers should fund the canal.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

219	Mrs L	Cobbett	3		The canal offers a unique opportunity to make a distinctive character for the new eastern development.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
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219	Mrs L	Cobbett	4		Flood relief and peoples well being must surly be taken into account and both will be available if the canal expansion goes ahead. I can only see the positive of this work being carried out with the financial support of the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
223	Mr D	Blazdell	1		This is an ideal opportunity, as I hope a far-seeing Council would agree, to rebuild the Wilts and Berks canal as part of the development of the Eastern Villages. I believe there is provision in planning law that allows such rebuilding to be part of the conditions of planning consent, and also to require the developer to fund such work.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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223	Mr D	Blazdell	2		If the Council wisely adopted this approach it would immediately provide additional flood relief and drainage, and, as a bonus, the restored canal would provide recreational facilities for the many new residents, and establish new habitats for wildlife.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
225	Mr K	Vickery	1		Swindon Borough Council seems not to have taken the Wilts & Berks Canal Trust's previously stated views re the benefits of including a section of canal into account.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
225	Mr K	Vickery	2		The canal offers the practical opportunities for flood relief and land drainage and adds value to the development in recreational and leisure facilities.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

225	Mr K	Vickery	3		The construction of the canal must be included as part of the New Eastern Villages infrastructure and in return will probably increase the value of the dwellings and so should be funded by the developers		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
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225	Mr K	Vickery	4		A further benefit will be the wildlife habitat assets, and increase biodiversity		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
230	Mr & Mrs A	Pearson	1		<p>I have recently looked at your second round of proposals for the New eastern Villages development. While I struggle to understand what is actually being proposed, as far as I can see the construction of a canal, funded by the developers, is not included. I am disappointed by this as I understand there was a lot of local support for this. Surely the cost to the developers can be justified by enhancing the price they can charge for the houses, through the creation of a distinctive character, open spaces and leisure facilities and the decreased likelihood of any danger from flooding.</p> <p>All these things are certainly items that the local authority ought to be encouraging, and if it can be done at no expense so much the better.</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



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231	Mrs D	Francis	1		I support whole-heartedly the plans now suggested by the Trust to include a water way as an enforceable part of the development.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
234	Mr R	Hacker	1	1	<p>It is disappointing to see that most of the points made in that letter have been dismissed or ignored. Without sight of the comments and objections raised by other parties, which have not been published, it is impossible to understand if those have been treated similarly.</p> <p>The officer summary in the Statement of Consultation states that a contribution for delivery of the canal would be contrary to the statutory tests for S106 contributions.</p>		An update to the Statement of Consultation will accompany the SPD.
234	Mr R	Hacker	2	1	<p>There would appear to be a conflict between the statements in the Consultation Response that Green Space is eligible for S106 contributions while the necessary length of the canal is not even though it is described elsewhere as a part of the Green Space.</p>		The canal may add to the Green Infrastructure and pass through green space but it is not an element of any landscape typology within open space policy therefore not coasted in the NEV IDP.

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239	Mr K V	Welch	1	1	Whilst the document shows the proposed route of a reinstated WBC as a green canal corridor, it does not include a requirement for developers to make provision within their projected schemes for the funding of the new canal.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
240	Mr A	Lance	1		I am disappointed to find that Swindon Borough Council has not taken into account the previously expressed views of the Wilts and Berks Canal Trust, of which I am a longstanding member. My views on the proposed development were set out in my e-mail to you dated 3 May, and they remain valid. I believe that the construction of the canal must be included as part of the New Eastern Villages infrastructure. In my and the Trust's opinion the construction of the canal in New Eastern Villages should be an enforceable part of the infrastructure development, and that will mean that the canal must be built as part of any built development, and built and funded by the developers. As I said in my earlier e-mail, this is by no means an unreasonable demand, given the substantial profits likely to accrue to the developer.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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240	Mr A	Lance	2		<p>It is also worth emphasising the fact that the canal offers opportunities for flood relief and land drainage. Moreover, the canal offers a wonderful opportunity to make a distinctive character for New Eastern Villages, creating recreational and leisure assets to increase residents' and others' well-being. Other advantages are too numerous to list here, but I continue to hope and believe that Swindon Borough Council will give full weight to the representations of the Wilts and Berks Canal Trust, of members like myself and to the wider concerned public.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
242	Mr S	Fisher	1		<p>While the preservation of the line of the Wilts &amp; Berks Canal is welcomed, this falls far short of what is needed when this is a unique opportunity for its provision. As has been found at locations all over the country, canal restoration will improve the environment and enhance property values. The canal restoration is being undertaken by volunteers supported by a charity but will benefit the new residents and Swindon itself, so it should be supported and not viewed in isolation. It is important that the house builders contribute significantly to this project, which will enhance their house prices while mitigating against some of the effects of their developments. Delaying restoration will mean that this financial support will be lost and not be available</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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242	Mr S	Fisher	2		The canal is being diverted to this route across the NEVs because of the past failure of Swindon's politicians to preserve its original line. Banbury, for example, is having to live with its reputation for civic vandalism after taking decisions for cheap options in the past.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
242	Mr S	Fisher	3		The Wilts & Berks Canal is a national project, the largest canal restoration in the UK. When complete it will form part of an important cruising ring with the Kennet & Avon Canal and the River Thames, mostly rural but within easy reach of the capital. Adding the North Wilts Canal will make Swindon a canal hub again for Wessex, something desperately needed by Swindon and an important tourism promoter. It is significant that the Cotswold Canals Trust and the Basingstoke Canal Society have chosen to respond to the previous consultation as decisions taken now by SBC will have much wider repercussions than on just the NEVs, Swindon or even Wiltshire.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
242	Mr S	Fisher	4		Numerous clauses are relevant, particularly the principles in clause 2.2 of the Supplementary Planning Document and clause 5.6 of the Statement of Consultation:-		Points noted.

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242	Mr S	Fisher	5		<p>Necessary to make the development acceptable in planning terms</p> <p>The current proposals are not acceptable. This is the largest greenfield development in Europe, a vast characterless spread of houses. This will be tacked onto the even more vast characterless spread of houses which is Swindon, 4km of featureless housing sprawl already separating the A419 from the centre of Swindon.</p> <p>Swindon has Steam and Coate Water (dug as the Wilts &amp; Berks Canal summit reservoir) but little else of character. Surely no other town as large as this can have so little of interest for its residents to enjoy or to attract potential visitors. Even after reaching the A419, new residents will face crossing several kilometres of existing housing estates to reach anything of note in Swindon. Doing everything as cheaply as possible is not acceptable for this huge development.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
242	Mr S	Fisher	6		<p>Directly related to the development</p> <p>Some 97% of the canal's users will be local residents on the towpath, which will offer a mostly rural off road route for cyclists, walkers and dog walkers (a linear route, not lots of bits of footpath connecting cul-de-sac through endless housing estates) and will give a traffic free link to the south of Swindon including Coate Water. Residents will not want to take their recreation walking and cycling around housing estates.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



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242	Mr S	Fisher	7		<p>Fair and reasonably related in scale and kind to the development</p> <p>The flood protection aspect alone is necessary expenditure for a flood plain which has already seen serious flooding in recent years, even before any houses are built. Building houses on islands out of the water will not reduce the runoff. It is hard to put a cost on amenity but having something in which to take pride is an essential part of the living environment. If residents do not take pride in their environment then many social issues will arise, from which costs will result. The current plans have a depressing absence of character, just destruction of the existing villages and countryside.</p> <p>The NEVs should not be planned as a ghetto with a metaphorical wall round them. Their relationship with Swindon and their contribution to Swindon need to be considered. Leaving a line of weeds across the site for a charity to pick up the expensive pieces at some future date, delaying flood prevention until that happens, reopening the line of the canal as a construction site once residents have moved in rather than undertaking the work when it is easiest and most cost effective and failing to think beyond the boundaries of this development would be an abnegation of responsibility. Clause 2.13 of the Supplementary Planning Document requires the development of infrastructure 'without undermining the</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not</p>

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					viability and deliverability of development schemes.' Delaying construction of this summit section of this major canal restoration scheme until a later date will do that exactly.		compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
244	Mr C	Toomey	1		I am of the opinion that the canal should be re-constructed as part of the new eastern villages infrastructure, and this should be funded by the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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244	Mr C	Toomey	2		It is my understanding from surveys undertaken that a working canal would help with flood relief and land drainage throughout Swindon, and I therefore feel that this is an ideal opportunity to have a wonderful facility that also has a very practical, and in fact, an absolutely necessary use as well...!It is my understanding from surveys undertaken that a working canal would help with flood relief and land drainage throughout Swindon, and I therefore feel that this is an ideal opportunity to have a wonderful facility that also has a very practical, and in fact, an absolutely necessary use as well...!		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
244	Mr C	Toomey	3		Having a working canal through Swindon would, in my opinion, create a picturesque and characteristic facility that will provide an excellent opportunity for leisure and tourism, with the additional benefit of new employment opportunities.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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250	Mr P	Hills	1		<p>Your plans for the Swindon eastern villages do not place enough emphasis on the restoration of the Wilts and Berk canal.</p> <p>The only way that sufficient funds can be raised for restoration is if developers are obliged to undertake some canal infrastructure projects or fund whole segments along the proposed line.</p> <p>The canal will bring enormous benefits to the Swindon area as it has done in Reading, Banbury, Stratford, Bristol, Newbury and many others.</p> <p>The canal will bring a host of environmental benefits to the region and attract walkers, cyclists, boaters, hire companies and the like.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
251	Mr B	Humphrie	1		<p>This potential canal redevelopment is a big opportunity for Swindon</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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251	Mr B	Humphrie	1		<p>Please will the planning group of SBC take into account the proposals of the above restoration trust.</p> <p>In particular the drainage and environmental advantages of the waterway for future generations of Swindon people to enjoy.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
252	Mr S	Adkins	1		<p>Please can you consider the benefits of putting provision for the re construction of the Wilts and Berks canal at the heart of these proposals.</p> <p>Presently they appear to be omitted.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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254	Mr L	Walker	1		<p>I refer to the New Eastern Villages (NEV) Planning Obligations - Revised Draft Supplementary Planning Document and comment as follows:</p> <p>Page 16, paragraph 5.11, table 2, refers to safeguarding of the canal route within the three village areas of Foxbridge, Lotmead and Lower Lotmead and surrounding land. It also mentions Canal Delivery additional cost burden within these three villages. This does not, to my understanding, present the appropriate clear obligation to form a continuous canal channel and construct all necessary structures for that continuous canal section from the southern end where the canal is projected to cross Purley Road, to the north-eastern extremity - immediately south of the railway line near where it crosses the A420.</p> <p>I would support a clearer statement encompassing all necessary works to form a complete canal linking the two points identified. I do not find the present wording regarding the canal to be satisfactory.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
264	Mr R	Hemingw	1		I am a keen supporter of the plans to reopen the WBC		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
267	Mr R	Pawsey	1		<p>I am sorry to learn that Swindon Borough Council appears not to be taking into account the many representations made by interested members of the public on this subject. I repeat the points I made previously that the construction of the canal - funded by the developers-should be an integral part of the proposed North Eastern Village scheme.</p> <p>The reinstated canal will improve the image of the scheme, add to the recreational &amp; leisure attractions, improve wildlife habitats and assist with land &amp; flood drainage. I am sure it will also improve local property values.</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
271	L	Etheridge	1		The Wilts & Berks Canal restoration is a major opportunity for your area. The restoration of canals provides many positive benefits economic and others for local communities and this is well demonstrated by the Jacobs report "The Value of Inland Waterways in England and Wales" commissioned by Defra see <a href="http://issuu.com/waterwaysassoc/docs/value_of_the_inland_waterways_e_w_11_08?mode=window&amp;viewMode=doublePage">http://issuu.com/waterwaysassoc/docs/value_of_the_inland_waterways_e_w_11_08?mode=window&amp;viewMode=doublePage</a>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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271	L	Etheridge	2		Swindon has a considerable opportunity with the canal and it is most regrettable that despite the views already stated in the first consultation the Council have not recognised the importance of placing the canal at the heart of the development.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
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Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
271	L	Etheridge	3		IWA believes the canal should be included as part of the Eastern Villages infrastructure and funded by the developers who will benefit from an uplift in property values.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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271	L	Etheridge	4		In addition to the economic benefits that will result there are also considerable environmental gains with wildlife habitat improvements and increased biodiversity. The canal will also provide a wonderful recreational and leisure asset. Canals regularly attract walkers and cyclists providing health benefits for those who enjoy the waterways.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
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Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
271	L	Etheridge	5		There is also the opportunity to provide land drainage and flood relief whilst at the same time providing a beautiful setting for the New Eastern Villages.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
271	L	Etheridge	7		In summary IWA has seen canal restoration and inland waterways provide many benefits around the country. We hope Swindon Borough Council will fully recognise the opportunity a restored Wilts & Berks Canal can provide to the locality and ensure that the Borough benefits fully from this fantastic opportunity.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
279	Mrs K	Hatton	1		<p>Despite having an enormous response in favour of this section of the Wilts &amp; Berks Canal being built as part of the infrastructure development of the NEV in your last consultation, it seems that has not been taken into account in this second version. It is most important that the construction of the canal is carried out by the developers as the properties will enjoy a big uplift in value and the new residents will enjoy increased recreational and leisure benefits. The number of new houses that planned here is large and the canal will provide a green/blue corridor right through this built up area, providing new habitats for wildlife and free access to nature for everyone 24/7.</p> <p>The canal will also provide much needed land drainage and potential flood relief that should not be ignored.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
280	Mr A	Crafer	1		<p>I note that my comments in respect of the original document have not been taken into account.</p> <p>Transport, no provision the safeguarding of a site for a Railway Station has been made. Elsewhere (not in this document) statements have made that such a service is not possible due to line capacity on the Bristol to London Railway. This would seem to be erroneous, the loops at Challow/Wantage Road, plus the loops that could be created for this station along with the electrification will create significant capacity.</p> <p>It should be remembered that there was a Swindon to Oxford service that was discontinued for various reasons. The loss of coal traffic to Didcot Power Station and the timetable slots occupied by the Swindon to Oxford service suggest that capacity is actually currently available. An independent rail operator, a co-operative, "GO-OP" has already applied to operate a service from Swindon going West, their long term ambition is to extend the service east to Cambridge. The later requires the availability of the East West Junction route a rail development Swindon Borough once supported as part of a consortium of local authorities.</p> <p>Nothing is lost by making a provision at this time, but the opportunity for the</p>		<p>Network Rail and Swindon Borough Council researched the potential for a new station to serve the NEV through the Local Plan adoption process. This research confirmed that such a proposal was unviable and unworkable and any further work considered abortive.</p> <p>With regards to safeguarding land, development is considered against the policy provisions secured within the Local Plan and such a provision is not included.</p>



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					future will be lost, if a provision is not made now. The GO-OP may even be interested in an interim service to Oxford calling at Swindon East.		
280	Mr A	Crafer	2		Again on the canal my comments do not seem to have influenced any change in the documentation. The developers should be required to not only safeguard the canal route, but also construct the canal.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
280	Mr A	Crafer	3		<p>The SUDS document also out for consultation, but with a different closing date, alludes to the possibility of using the canal as part of the drainage. It is therefore only a short step to making the construction of the canal mandatory. The provision of the canal will bring a character to the development and will provide the Developers with the opportunity of providing canal side properties of enhance quality, with the associated financial benefit to the Developers, as well as potentially higher Council Tax bands for such properties.</p> <p>Since the SUDS document has indicated the possibility of constructing the canal as part of the drainage, and the developer could expect to charge more for canal side properties, the cost implications to the developers are minimal.</p> <p>Adding water to the environment in the shape of the canal will add bio-diversity and provide for a completed green environment for the development. The tow path will contribute to the non road routes within the development, and will enhance to leisure opportunities within the eastern villages.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
298	Mr & Mrs J	Pearse	1		We were surprised and disappointed that the Revised SDP paid little heed to the hundreds of responses concerning proper provision for the restored Wilts & Berks Canal.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
298	Mr & Mrs J	Pearse	2		We have no doubt that failure to seize this chance will be bitterly regretted within a few years. Our challenge is to convince you of this, but perhaps the best advocates would be the communities, councils, traders, and tourist bodies in cities, towns, or villages which have the blessings and advantages of a restored or preserved waterway.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
298	Mr & Mrs J	Pearse	3		Get in touch with people in neighbouring areas and any of these could confirm the benefits brought by navigable waterways, not just to boaters, canoeists, or anglers, but to walkers, cyclists, ramblers, nature-watchers, and local people and businesses. The Wilts & Berks will also enhance local recreational opportunities, healthy-lifestyles, sustainable development, and individual well-being. It provides a green wild-life corridor through the town, plus opportunities for land drainage and flood-relief.		The emerging GI Strategy for the NEV will help to address these points in more detail. With regards to SUDs, the Council has recently consulted upon a draft SPD.
298	Mr & Mrs J	Pearse	4		As the benefits are so widespread, it is not unreasonable that they are funded by the developers who will undoubtedly benefit from the enhanced attraction of houses (and so house-prices) that prevails beside or near a navigable waterway, a well-established finding. However, to maximise the benefits, the waterway needs to be an integral part of the scheme, not shoe-horned in as an after-thought when the authorities realise that they have blundered earlier.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
306	S	Hillary	1		I am still very concerned that the consultation document does not include the requirement for the proposed development to include the funding of the re-routed Wilts & Berks Canal.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
306	S	Hillary	2		It is essential that the construction of this re-routed Wilts & Berks canal really must be included as part of the New Eastern Villages infrastructure and the canal must be funded by the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
306	S	Hillary	3		I continue to be convinced with the canal offering great opportunities for flood relief and land drainage, there is a very good case for carrying out the construction of this canal prior to the construction of the roads, houses, schools etc.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
307	Mrs H	Thomas	1		Pleased to note canal route through NEV is safeguarded		Point noted.



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
307	Mrs H	Thomas	2		<p>Revised plans do not take account of principle concern about possibility of serious flooding.</p> <p>Excavation of a canal is best solution</p>		<p>The revised draft SPD and Masterplan looks to steer development outside of the flood zones 2 and 3. However, where strategic infrastructure is necessary in flood zones 2 and 3, proposals must provide compensation for loss of flood plain and demonstrate that flooding will not be increased elsewhere. The works required to address this may provide opportunities for further flood risk benefits and the LPA and developers must use opportunities offered by new development to reduce the causes and impacts of flooding as required by paragraph 100 of the NPPF. The EA will need to be consulted on any proposals.</p> <p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
307	Mrs H	Thomas	3		Construction of canal be funded jointly by developers for flood mitigation. Construction responsibility cannot be subdivided into separate tasks for developers of each village.		<p>The revised draft SPD and Masterplan looks to steer development outside of the flood zones 2 and 3. However, where strategic infrastructure is necessary in flood zones 2 and 3, proposals must provide compensation for loss of flood plain and demonstrate that flooding will not be increased elsewhere. The works required to address this may provide opportunities for further flood risk benefits and the LPA and developers must use opportunities offered by new development to reduce the causes and impacts of flooding as required by paragraph 100 of the NPPF. The EA will need to be consulted on any proposals.</p> <p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
307	Mrs H	Thomas	4		plans do not take an overview of total flood mitigation measures.		The revised draft SPD and Masterplan looks to steer development outside of the flood zones 2 and 3. However, where strategic infrastructure is necessary in flood zones 2 and 3, proposals must provide compensation for loss of flood plain and demonstrate that flooding will not be increased elsewhere. The works required to address this may provide opportunities for further flood risk benefits and the LPA and developers must use opportunities offered by new development to reduce the causes and impacts of flooding as required by paragraph 100 of the NPPF. The EA will need to be consulted on any proposals.
307	Mrs H	Thomas	5		<p>To offset cost of canal works:</p> <p>canal will form part of leisure and access provision for new residents.</p> <p>Increased value of properties built by canal</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
315	Mr C	May	1		<p>Swindon Borough Council does not seem to have taken the overwhelming support for the canal into account. It is clear that the canal should be included in the Plan and be funded by the developers. The advantages to them in terms of property uplift, land drainage and flood relief have been demonstrated in other locations around the canal network and those for the NEV of recreational and leisure facilities and wildlife and biodiversity are equally clear.</p> <p>I hope that these factors are reviewed and taken into account and that Swindon does not come to regret a lost opportunity.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
318	Mr C	Foster	1		<p>I am a member of the Wilts &amp; Berks Canal Trust, I am wiring to support the proposal that for the protected canal route in the new development &amp; am concerned that Swindon Borough Council, in the latest proposals, have not taken the Trusts views on board. I believe that it is essential that a developer funded canal be included in the New Eastern Village as this would not only helps the aims of the Canal Trust but give many benefits to the local and wider community creating a leisure facility for everyone, a distinctive feature for the new development with flood relief &amp; drainage opportunities, it would create a wildlife habitat and enhance the new development. Please register my support for this proposal and that the canal should be funded by the developers.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
321	Mr D	Booth	1		<p>It seems that Swindon Borough Council have not taken into account the views of the Wiltshire and Berkshire Canal Trust and its supporters and the advantages that the Eastern Villages development and infrastructure will derive from the presence of a built canal. The construction of a canal in New Eastern Villages should be an enforceable part of the infrastructure development - the canal must be included as part of any built development, and should be built AND FUNDED by the developers.</p> <p>As has been previously stated, the canal would offer great opportunities for flood relief and land drainage as well as helping to provide the New Eastern Villages with a distinctive character of their own. Working canals in other locations have helped to create an uplift in property values and will do so here, too. A built canal will provide a wide range of recreational and leisure assets and help to improve the quality of life for people in the area - the values of which cannot be overstated. A built canal will also create a variety of wildlife habitat assets and help to increase biodiversity. If the value of the above are perceived at all, NOW is the time to build the canal. The costs of construction after the development has been completed, if the line of the canal is simply preserved for the time being, are likely to mean that construction of</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain. The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
					the canal simply will not happen. The opportunity to make this happen is NOW, by making construction of the canal an enforceable part of the infrastructure and making the developers pay for it - they will no doubt make a vast profit from the development, this is a small price for them to pay.		
321	Mr D	Booth	2		The canal offers a wonderful opportunity to make a distinctive character for NEV.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
321	Mr D	Booth	3		Working canals in other location have created property uplift, and will do here as well.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
321	Mr D	Booth	4		A built canal will create recreational and leisure assets and increase peoples well-being		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
321	Mr D	Booth	5		A built canal will create wildlife habitat assets, and increase biodiversity		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
322	Mr & Mrs C	Poore	1		The construction of the canal must be included as part of the New Eastern Villages infrastructure.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
322	Mr & Mrs C	Poore	2		The canal should be funded by the developers		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
322	Mr & Mrs C	Poore	3		The canal offers opportunities for flood relief and land drainage		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
322	Mr & Mrs C	Poore	4		The canal offers a wonderful opportunity to make a distinctive character for NEV		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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322	Mr & Mrs C	Poore	5		Working canals in other location have created property uplift, and will do here as well		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
322	Mr & Mrs C	Poore	6		A built canal will create recreational and leisure assets and increase peoples well-being.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
322	Mr & Mrs C	Poore	7		A built canal will create wildlife habitat assets, and increase biodiversity.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
328	Mr M	Saker	1		Please think of the bigger picture for our children's children. Place the canal at the heart of the system, thus forming a nature and leisure corridor which would in time join the UK's Hidden Highways. Restoration else where in the UK have proved to be viable and lucrative.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
334	Mr J	Henn	1		I would like to write in support of including the construction of the Wilts & Berks Canal as part of the infrastructure of the Eastern Villages		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
337	Mr J	Goring	1		<p>Thank you for sending me the revised documents.</p> <p>I am pleased that the route of the Wilts and Berks canal is still being safeguarded but am disappointed that there appears to be no requirement on the developers to reconstruct the canal.</p> <p>I believe this is a lost opportunity for the local and wider community in terms of amenity and for the developers themselves in terms of the likely value of the residential development.</p> <p>I hope that the planning committee will revisit the arguments in favour of requiring the developers to reconstruct the canal and amend the planning conditions accordingly.</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
338	Mr E	Holliday	1		I wrote to you previously suggesting that the canal site could be made more central to maximise a green corridor, and be a focus for the development, but the latest plans show no change.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
338	Mr E	Holliday	2		I also asked how many square metres the primary care / GP services building(s) would include. I can now find a figure for the proposed capital cost for the latter, £7.7M, but no details about building size. Can you let me know where to find that information?		The Council will continue to work closely with its partners. The specification of facilities will be evolve and will be fixed for the purposes of engrossing S106 agreements and as such will necessarily be justified at the point of granting planning permissions.
340	Mr R	Buckingha	1		What is preventing the inclusion of the canal construction at the same time as the Eastern Village construction? Financial constraints should be weighed against the economic gains by having a navigable canal through this development when people move into their new homes. A premium price for the canal side homes could be charged especially if tasteful landscaping is carried out at the same time in the canal area. Waterside public houses with attached restaurants always provide attractive settings, especially if moorings for canal craft are incorporated.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
340	Mr R	Buckingha	2		As a waterway, the opportunity exists for using canal as part of land drainage in the form of flood prevention as at strategic points, the canal has spill weirs to maintain levels.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
359	B	Poulton	1		<p>I strongly believe that Swindon Borough Council should establish a Section 106 agreement with the prospective developer of the NEV sites so that the housing developments and the canal construction will be coordinated from the outset of the development.</p> <p>Whilst Appendix B(d) of the Revised SPD confirms that the route for the Wilts &amp; Berks Canal as set out on the Policies Map will be safeguarded and protected from development, the question over the funding of the construction of the new canal has not been clarified. The costs of such a project would be beyond the fund-raising capabilities of the Wilts &amp; Berks Canal Trust in the envisaged time-scale. Similarly, SBC is under financial pressures as the borough's population grows. The answer therefore lies in incorporating the construction of the canal in the contract for the construction of the properties etc. in the New Eastern Villages.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
359	B	Poulton	2		<p>There are enormous benefits from a fully functional canal. A canal is a linier park providing water for boating, and a canal-side path for walkers and cyclists. The recreational opportunities are numerous and would encourage the public to take outdoor exercise and appreciate the countryside. Canals naturally develop foliage to support many forms of wildlife and thus increase biodiversity. Formal studies by British Waterways and more recently the Canal and River Trust all point to the economic benefits of active canals. Canal-side residential properties attract a sizeable premium and many towns in the UK (notably Birmingham, Reading and Banbury) have embraced their waterways rather than turning their back to them and have benefitted enormously. Through Milton Keynes the canal has created a delightful 'green corridor' that exists there for the benefit of all. Canal, towpath and green spaces are inter-twined and one hardly notices that they are passing through a large conurbation. A New Eastern Villages canal corridor could be equally attractive.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
366	H	Pyatt	1		The construction of the canal must be included as part of the Eastern Village infrastructure		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
366	H	Pyatt	2		The canal should be funded by developers		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
366	H	Pyatt	3		The canal offers a wonderful opportunity to make a distinctive character for NEV		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
366	H	Pyatt	4		The canal offers a wonderful opportunity for flood relief and land drainage		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
366	H	Pyatt	5		Working canals in other locations have created uplift and will do so here as well.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
366	H	Pyatt	6		A built canal will create recreational and leisure assets and increase bio		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



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368	K	Harvey	1		<p>As a member of the Wilts and Berks Canal Trust I am disappointed to see that the building of the canal has not been included in the NEV infrastructure although you received many requests for this to be done. This work should be funded by the developers.</p> <p>There are many benefits to the community from this canal: flood relief and land drainage, enhancing local property, recreational and leisure assets and benefits to wildlife.</p> <p>I hope the Council will reconsider its position and take the above into account.</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
372	N J	Bailey	1		In my letter of 30th April, I made various comments relating to the inclusion of the Wilts and Berks Canal in this development but the only mention I could find in this latest document is that the line of the canal should be protected. There appears to be no acceptance of what I know is felt strongly, both locally and nationally, that the canal should be built as an integral part of the development and at the developers cost. In summary , therefore, I restate my views after your latest consultation exercise.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
372	N J	Bailey	2		Swindon Council appears not to have taken on board previously stated views.		On the basis of the interest generated by the first draft SPD, the Council felt it was important to reconsult on appropriate changes made in light of comments received.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
372	N J	Bailey	3		The canal must be built as part of the New Eastern Villages infrastructure, funded by developers		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
372	N J	Bailey	4		The canal offers opportunity for flood relief and land drainage		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
372	N J	Bailey	5		The canal will give the development a distinctive character and make it so much more attractive to possible purchasers of the houses, It will also enhance property values as has been proven elsewhere.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
372	N J	Bailey	6		<p>Among the variety of other benefits are the creation of recreational and leisure assets, wildlife habitats and increased biodiversity.</p> <p>It is vital that the Council grasp this "one off" opportunity.</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
379	Mrs P	Callow	1		I would like to object to the NEV proposal, in particular the proposed Southern Connector Road and the M4 J15 improvements (incorporating A419 improvements to Commonhead Roundabout). As a landowner of one of the main properties to be affected from the proposed SCR, I must strongly object to this planning being passed.		Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
379	Mrs P	Callow	2		The proposal to widen the Pack Hill Road will mean that traffic will pass much closer to my property , meadow house which I have lived in since having it built over 39 years ago. I have tended and looked after the land for over 39 years which will be taken if the road is widened outside my house to allow traffic pass by.		Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only.
379	Mrs P	Callow	3		My property will be reduced in value caused by any road development and expansion and the traffic will have a detrimental effect on the character of the neighbourhood.		Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only.
379	Mrs P	Callow	5		Access to my property is a concern onto what will be a very busy road. It will also reduce the road convenience for myself, exiting my property onto Pack Hill Road. The Commonhead Roundabout is already blocked mornings and evenings which will be exacerbated by queuing traffic from the new development right in front of my house affecting privacy, air quality and quality of life.		Commonhead Roundabout is subject to improvements secured against Badbury Park.
379	Mrs P	Callow	6		Another concern is flooding from the additional surface water from the widened road which already is a problem with the road flooding regularly.		Where proposals affect the existing highway, the proposed works will need to address any existing flooding issues at that location as well as provide adequate drainage to ensure the works will not increase the flood risk

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379	Mrs P	Callow	7		We have had previous incidents of cars smashing through my fence into the garden, so highway safety is now an even greater concern if the road will be nearer my property.		Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only.
379	Mrs P	Callow	8		This is a country road so to detrimentally change the character of the area by widening the road for greater traffic volume will be a danger to drivers and livestock.		Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only.
379	Mrs P	Callow	9		For the reasons outlined above (Comments 1-8), I believe the proposals for the Southern Connector Road and widening of Pack Hill should not be passed for the reasons outlined.		Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
381	Mr I	Perry	1		<p>Thank you for the opportunity to comment on the revised draft SPD for the development of the New Eastern Villages. This is an exciting project which will shape permanently the natural and built environment in the Swindon area, and presents an unparalleled opportunity for forward-looking, innovative development of community spaces within the Swindon Borough Local Plan.</p> <p>I am concerned to note, however, that the revised draft SPD does not appear to have reflected the views put forward in the initial consultation by the Wilts and Berks Canal Trust (WBCT) and its supporters. While the provision in the SPD for the protection of a canal corridor (section 5.11, Table 2) is welcome, this in my view is not sufficient to secure the very significant benefits that would accrue from a truly integrated approach to the development of community spaces, promotion of biodiversity and provision of necessary infrastructure for the development. A successful approach would also safeguard this priceless element of our social and industrial history as part of the national canal network, that underpinned the country's industrial development in the 18th and 19th centuries.</p> <p>The creation of new communities depends heavily on the rapid</p>		On the basis of the interest generated by the first draft SPD, the Council felt it was important to reconsult on appropriate changes made in light of comments received.

establishment of a sustainable community spirit with strong links to the area and its history. Inclusion of the building of the canal in the Infrastructure Requirements (section 5.8, table 1) would encourage developers to make the canal a dominant part of the character of the NEV, reflecting the way in which communities grew up around the canal in previous periods of its history. At the same time, the requirement to build the canal as part of the development would create opportunities to combine it with nature reserves, community parks, recreation spaces and even retail space, whilst making the canal towpath a key part of the local cycleways and footpaths. On a more prosaic note, the building of the canal as part of the development would allow it to be included in the provisions for surface water management, thus providing an integral mechanism for flood relief and land drainage. Furthermore, working canals are widely recognised as adding significant, sustained value to both public and private property.

I therefore request that you modify the draft SPD to include the requirement that developers take responsibility for building the canal, as part of the infrastructure of the NEV.



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
382	Mr N	Bishop	1		That the views of the Wilts and Berks Canal Trust, and those of the general public, have not been taken into account.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
382	Mr N	Bishop	2		The Wilts and Berks Canal is an important asset, valuable to the commerce, livelihood and general amenity of the area, and will add value to any development in its' vicinity.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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382	Mr N	Bishop	3		This important amenity should be funded wholly or partially (certainly substantially) by the developers, who will benefit from the inclusion of the canal in their schemes.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
382	Mr N	Bishop	4		To help protect the environment as well as to protect residents from potential flood related damage, the inclusion of the canal in land drainage schemes could play an important role.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

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382	Mr N	Bishop	5		It has been shown in many instances that any development which includes a waterside amenity are invariably enhanced, both culturally and financially.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
382	Mr N	Bishop	6		Canals attract visitors to an area and help increase local revenue, as well as expanding wildlife diversification.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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384	Mr D	Moore	1		<p>I should like to make some comments on this very comprehensive document. I am a keen cyclist and also a member of The Wilts &amp; Berks Canal Trust and have the following observations:-</p> <ol style="list-style-type: none"> <li>1. The "Indicative Canal Route" is outlined but appears in the document to be almost optional.</li> <li>2. This is an opportunity to be part of a great recreational and leisure facility running from Trowbridge to Abingdon. Patron:- The Duchess of Cornwall.</li> <li>3. Surely the Canal and the adjoining cycling/pedestrian towpath MUST be included in this project and funded by the developers as it would be a great advantage to people in the Swindon area.</li> <li>4. Apart from the attraction of good leisure facilities, it would provide:- <ul style="list-style-type: none"> <li>• A good environment for wildlife.</li> <li>• Increased facilities for flood relief.</li> <li>• An attraction which has proven in other canal areas to have uplifted property prices.</li> </ul> </li> </ol> <p>I believe that including the canal and towpath in NEV plans would increase the attractiveness of the Swindon to visitors and tourists and thus benefit the area.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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385	Mr R	Slater	1		It seems that planning for the canal provision through Swindon is still not included. The benefits of canal development/restoration to a local community are very well known. The canal needs to be an integral part of the eastern development and should be funded by the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
387	Mr P	Joyce	1		<p>You do not appear to have taken the Wilts and Berks Canal's views into consideration.</p> <p>Surely this must be part of the New Eastern Villages infrastructure.</p> <p>Furthermore it should be financed by the developers, as it will reflect in increased house values for themselves.</p> <p>This will be an invaluable green lung for the town both for recreation and wildlife etc. worthy of the highest consideration.</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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389	Mr J	Wren	1		<p>The Wilts &amp; Berks Canal Trust has much concern over the revised draft re lack of response to their views re the canal. The potential developers to take due consideration to the canal and construct that section in any proposed development and in particular to essential drainage and flood relief with proper integration of canal with the development.</p> <p>It is hoped that in the final draft that the views of the canal trust will be recognised.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p> <p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

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391	Mr R	Atridge	1		<p>I would like to see provision made for the Wilts &amp; Berks Canal to be incorporated into the strategy for the Eastern Village Development. It has been incorporated in the Wichelstowe development, it would be a great opportunity missed if it is not.</p> <p>You only have to look at the Kennet &amp; Avon canal to see the benefits that a waterway brings to a community.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

391	Mr R	Atridge	2		<p>It will also alleviate some of the flood water issues that will become apparent as it is being built on a flood plain. DO NOT MISS THIS OPPORTUNITY</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
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Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
392	Mr A G	Pullan	1		Swindon Borough Council seems not to have taken the Trusts previously stated views into account		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore, the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
392	Mr A G	Pullan	2		The construction of the canal must be included as part of the New Eastern Villages infrastructure		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
392	Mr A G	Pullan	3		The canal should be funded by the developers		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

392	Mr A G	Pullan	4		The canal offers opportunities for flood relief and land drainage		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
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Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
392	Mr A G	Pullan	5		The canal offers a wonderful opportunity to make a distinctive character for the New Eastern Villages		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

392	Mr A G	Pullan	6		Working canals in other location have created property uplift, and will do here as well		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
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Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
392	Mr A G	Pullan	7		A built canal will create recreational and leisure assets and increase peoples well-being		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
392	Mr A G	Pullan	8		A built canal will create wildlife habitat assets, and increase biodiversity		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
393	Mr D	Curl	1		Swindon Council have failed countless people before by not including our heritage in development plans. I feel that the canal must form part of the development that is proposed in Swindon.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
394	Mr R	Dewey	1		Disappointed in the consultation ignoring the views of over 90% of consultees responding.		On the basis of the interest generated by the first draft SPD, the Council felt it was important to reconsult on appropriate changes made in light of comments received.
395	Ms W	Cole	1		I am concerned that the consultation paper didn't take into account the Wilts and Berks Canal		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
396	Ms D	Dimmer	1		Swindon Borough Council seems not to have taken the previously stated views of the Wilts & Berks canal trust into account.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
397	Mr N	Rumbol	1		I should like to express my concern to aspects of the recent Second Round Consultation, Swindon Borough Council has done nothing in the latest revision of the document to help with the restoration of the Canal		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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398	Mr J	Farrow	1		I am disappointed that greater account was not taken of comments with regards to the canal made from the first consultation		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
399	Ms V	Melville	1		It is very disappointing to see that there is still no requirement for the developers to construct the Wilts & Berks Canal as part of the infrastructure, especially as so many of the responders to the original consultation cited this as a regrettable omission.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
399	Ms V	Melville	2		The Wilts & Berks Canal is a very important part of Swindon's heritage, having pre-dated Brunel's Great Western Railway and been instrumental in the decision to build the railway on this route – the materials needed could be transported by narrow boat to the necessary sites. Construction of the canal through the New Eastern Villages would help Swindon connect to its past and cultural heritage.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
399	Ms V	Melville	3		In more recent times, canals have been recognised as incredibly important in the economic development of an area and in the well-being of its inhabitants. The business and tourism opportunities would be significant for Swindon, and the construction of the Wilts & Berks Canal would offer fantastic leisure opportunities for walking, running, cycling, fishing, canoeing, wildlife appreciation – the list goes on and on.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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399	Ms V	Melville	4		In a climate of increasing concern about the loss of wildlife habitats and the decline of once common species, the green corridor and diverse habitats provided by a canal (hedgerow, water margins, water) will mitigate the loss of environment to the development, and may even increase opportunities for new species. This would be a really positive argument for environmental sustainability.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
399	Ms V	Melville	5		Developers are well aware that waterside properties have terrific appeal with buyers and command a premium price, so they would recoup their investment, and a new attractive residential area with a distinctive character would be created at no cost to the local authorities.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
399	Ms V	Melville	6		With increased global warming and incidents of flooding, canals have a very important role to play in water management and land drainage.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
400	Ms S	Smith	1		Preservation of the Wiltshire and Berkshire Canal seems to have been overlooked by Swindon Borough Council		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
401	Mr P	Tuck	1		The document mentions the canal route. I believe that the developer should pay for all of the costs of construction		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
402	Mr J	Seagrave	1		I would suggest the benefit in flood control would fully justify the requirement given ever increasing problems.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
402	Mr J	Seagrave	2		I would make the point that building this segment would, with good project planning and machinery on site, probably cost the developer very little.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
402	Mr J	Seagrave	3		As the Council supports the principle of restoration it should be in a strong position to insist this takes place.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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402	Mr J	Seagrave	4		For the developer it should be a sales attraction. Canals are popular.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
403	Mr H	Smith	1		It is essential that the construction of the canal must be included as part of the infrastructure of the New Eastern Villages and that it should be funded by the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
403	Mr H	Smith	2		The canal is a vital link in the steady progress of the extension of the canal in various locations to provide a link between Kennet & Avon Canal at Semington, the River Thames at Abingdon and the Thames & Severn Canal, part of the Cotswold Canals, at or near Cricklade.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
403	Mr H	Smith	3		<p>The provision of a canal will provide a USP with all that it brings on the back of it:</p> <p>Property enhancement</p> <p>A distinct waterside character</p> <p>Leisure &amp; recreational enhancement</p> <p>Creation of a wildlife habitat &amp; increased biodiversity</p> <p>Opportunities for land drainage &amp; flood relief</p> <p>An asset for future generations</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
404	Mr C	Hinton	1		Concern needs to be expressed regarding the safe passage of schoolchildren from South Marston to the proposed Secondary School at the Great Stall East. Without Council funded transport, children will be required to cross the extremely dangerous A420 at peak usage.		Controlled crossing points are being installed at the Symmetry Park access, serving footpath 5 and the proposed Rail Bridge crossing, and are planned within current designs at the Old Vicarage Lane junction. Crossing points will therefore be provided at each end of the South Marston Development across the A420, providing good access to the Secondary School facilities.

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404	Mr C	Hinton	2		At a time when the NHS is in crisis and doctor's surgeries are struggling to appoint new GP's, SBC seem to fail to address how health provision including dental practices will be adequately covered. We understand that legally, this needs to be covered before planning is granted. Similarly, the matter of shortage of water has not been properly addressed.		Policy NC3 sets out a requirement for the provision of health care facilities at the NEV including the provision of a dentist and pharmacy at the District Centre. Unless directly related to development at the NEV there is no policy basis to secure contributions towards the GWH.
404	Mr C	Hinton	3		The documents fail to make clear who will be historically responsible for clearing ditches and pipework and maintaining the landscape.		<p>With regards to drainage, historically, it is the responsibility of the landowners for clearing ditches and other land drainage on their land. It is the responsibility of the developer to ensure that a suitable maintenance management plan is provided for future maintenance for any existing drainage features to be retained as well as any proposed drainage infrastructure. The Council are unable to state who will be responsible for carrying out the maintenance at this stage but it will be the responsibility of the developer to ensure that an adequate maintenance model can be implemented.</p> <p>A number of potential maintenance models are detailed in the SuDS Vision SPD.</p>



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
404	Mr C	Hinton	4		No cycle or footpath has been shown along the Wanborough Road on the Masterplan.		Noted. Strategic foot and cycleways have been included on the Masterplan. This does not preclude other routes being provided alongside existing roads where necessary and would be delivered/secured through the detailed planning application process.
404	Mr C	Hinton	5		The plan fails to detail important infrastructure junctions and does not show how the Southern Connector Road will cross the Wanborough Road or how it will link with Pack Hill and Commonhead.		Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only.
404	Mr C	Hinton	6		Redlands Village - the number of houses outlined does not conform with the recommendation of the NEV Planning Consultant Inspector, Mr Fox.		Reference is made specifically to the Inspector's Report on the examination of the Local Plan. The allocation for a mixed use development at the NEV, including Redlands Village is in conformity with the adopted Local Plan 2026 subject to detailed site assessment through the development management process.
404	Mr C	Hinton	7		No account has been taken of the impact of additional transport on the small country lanes of Burycroft and The Marsh.		This will be assessed as the designs evolve and local impact is assessed.
405	Ms K	Elliott	1		First of all, despite having attended public meetings, I had no conception of how Covingham will be so affected by these new "villages". The words "Covingham Transport Corridor" are not welcome.		The Local Plan stipulates that the New Eastern Villages development will provide measures to minimise rat-running through existing adjacent villages and east Swindon. These areas of concern include Covingham and mitigation measures to avoid rat-running through this area will be considered.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
405	Ms K	Elliott	2		<p>However, I have looked at the proposals looking for some good and in particular the proposed canal and as far as I can see it is expected that the Developers will only be expected to meet part of the cost of the canal delivery. This worries me as I feel this could lead to funding not being available to build the canal as planned and especially the guarding of the canal corridor.</p> <p>I think it is vitally important that the canal is included as part of the New Eastern Villages infrastructure. It would help with land drainage and possible flooding and of course provide a wonderful habitat for wild life.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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407	Ms H	Preston	1		<p>I wish to respond to the consultation about the New Eastern Villages, particularly with regard to the Wilts &amp; Berks Canal. I wish to make the point that the canal needs to be built as part of the development in this area.</p> <p>The canal is an important opportunity to improve flood risk and drainage in east Swindon, which suffers from known sewer and surface water flooding issues. Properly designed, the canal can be part of a flood alleviation scheme for the area. The construction of the canal should be developer funded, as the developer will benefit from an increase in property prices near to the canal.</p> <p>The council has an obligation to improve the health of local people. The Wilts and Berks Canal will create an area for walking and cycling, which has a large potential to improve people's general health and wellbeing.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
407	Ms H	Preston	2		<p>I write as a member of the Wilts and Berks Canal Trust, and as a Flood Risk Engineer by profession. It is of concern that Swindon Borough Council appears not to have taken previous comments by the WBCT into consideration, and I sincerely hope that you will do so in the second round.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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408	Mr G	Ashton	1		Swindon Borough Council seems not to have taken our previously stated views into account		On the basis of the interest generated by the first draft SPD, the Council felt it was important to reconsult on appropriate changes made in light of comments received.
408	Mr G	Ashton	2		The construction of the canal must be included as part of the New Eastern Villages infrastructure.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
408	Mr G	Ashton	3		The canal should be funded by the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
408	Mr G	Ashton	4		The canal offers opportunities for flood relief and land drainage.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
408	Mr G	Ashton	5		The canal offers a wonderful opportunity to make a distinctive character for the New Eastern Villages.		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
408	Mr G	Ashton	6		Working canals in other location have created property uplift, and will do here as well.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
408	Mr G	Ashton	7		A built canal will create recreational and leisure assets and increase peoples well-being.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
408	Mr G	Ashton	8		A built canal will create wildlife habitat assets, and increase biodiversity.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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409	Dr M	Wigfield	1		<p>I have been asked by the Wilts and Berks Canal Trust to add my voice to their concerns that Swindon Borough Council Consultation on New Eastern Villages doesn't seem to be considering the undoubted benefits that ensuring the success of the canal will bring to Swindon. The benefits are well known and to lose the opportunity to capitalize on them would be regrettable.</p> <p>I have been a member of the Trust for the last 30 years, have cruised the canal system of England for a similar length of time. For 20 years I was in general practice in Swindon and can appreciate what a successful canal scheme would mean, not only to boaters but the residents of Swindon. 30 years ago one of my patients was walking contour-lines seeking a course for the canal through the 'front garden' recognizing that the original route through the town was impracticable. I hope his efforts will not be in vain.</p> <p>I urge you to consider efforts to bring the restoration of this important waterway as positively as possible.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



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410	R	Worton	1		As the planned New Eastern Villages development is forthcoming, can the Swindon Borough Council insist that the "Developers" allow for the Wilts and Berks Canal line to continue through the Eastern Villages Development unheeded and the Canal constructed as it is the longest canal in this country?		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
410	R	Worton	2		<p>As there has been enormous effort put into the restoration so far and would be a enormous set back for the work that has been already done. It would have vast beneficial effect on the Tourist industry and wildlife etc.</p> <p>Please make sure that the CANAL can be restored without these developers with vast profits are allowed to STALL this progress.</p> <p>Ps The "WICHELSTOWE" developer built the CANAL AT WICHELSTOWE.</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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411	V	Ransom	1		<p>At present I am unable to access your documents on line, but I have been given to understand that the Revised Draft SPD does not give a clear commitment to force the builders of the NEV to build the canal in the area.</p> <p>Given that all over the country canals are being recued, reconstructed or repaired, and re-watered it would be very short-sighted indeed not to seize this opportunity to get your bit done free of charge by qualified builders. Other councils have embraced with fervour the benefits to be gained from a thriving viable waterway, ranging from leisure + amenity, to economic stimulus through to water/drainage management.</p> <p>This would be a good time to grab those benefit, rather than kick yourselves a few years down the line.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
412	C	Barnes	1		<p>Safeguarding Wilts and Berks Canal corridor as part of the regeneration of waterways in Britain.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
413	Mr B	Simmons	1		The NEV Development should include provision for the WCB. It should be financed by the developer		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
415	Mr A	Kirby	1		Please ensure that the line of the canal is preserved. The canal should be built with funding from the developers		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
416	Mr J	Flutter	1		I am disappointed that the Wilts and Berks Canal Trust's views appear not to have been taken into account. It seems obvious to me that the best compromise would be to require them to include the Wilts & Berks, as they will need to meet statutory requirements over drainage.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
417	Mr P	Holley	1		The Supplementary Planning Document fails in my opinion, to take proper account of some important issues previously raised with you. The construction of a canal must be a prerequisite for any developers intending to participate in and profit from the provision of the new Eastern Village infrastructure.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
418	Mr D	Bell	1		The safeguarding of the WBC route is not enough, the canal needs to be incorporated into the project		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
419	Mr J	Gordon	1		The current SPD falls short of previous cooperation and financial support given by Swindon.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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420	Ms J	Edwards	1		Regeneration of the WBC		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
421	N	McConnell	1		<p>I am a member of the Wilts and Berks Canal Trust, and they have written to me advising that Swindon Borough Council are not fully committed or behind the Trusts proposals.</p> <p>I find this quite staggering that there is not a 100% support for the Trusts efforts. A green corridor through the heart of Swindon and will be exceptionally healthy for all the local residents to use and enjoy. I had occasion to walk on a small section which had a good footpath surface and which only part of the canal was in water. The number of walkers etc. was such that the volunteers working on that section said that they should be selling ice creams instead!</p> <p>So why is this not being formed as part of the New Eastern Villages development I do not know, it is not as though it will be of any cost to the Council as all the works should be funded by the developers especially as it could form part of ( I think it was called a 106) agreement.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
421	N	McConnell	2		I am sure that a canal will be of benefit in helping with flood relief and land drainage, now that weather conditions are turning more extreme.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
421	N	McConnell	3		The other assets the new canal would offer is the enhancement of the area, and create biodiversity and wildlife habitats. It is up to the Council to give their full support to these proposals. Canals are for boaters to use and for all to enjoy.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
423	Mrs C	Inskip	1		<p>SBC's Consultation Documents:- New Eastern Villages (NEV) Planning Obligations – Revised Draft Supplementary Planning Document (SPD) including the Illustrative Masterplan, village proformas and infrastructure requirements (NEV IDP Update).</p> <p>Pg. 6 2.10</p> <p>“....Provide an effective mechanism for securing the land required for infrastructure within the NEV development area.”</p> <p>Comment: Throughout this document statements like the above are made without any substance or detail. How are consultees expected to respond to global statements that give no indication of process.</p>		Point noted.
423	Mrs C	Inskip	2		<p>Pgs. 8/9 2.21</p> <ul style="list-style-type: none"> <li>• Policy TR1: Sustainable Transport Networks. This policy seeks to reduce the need to travel, and support and encourage the sustainable, safe and efficient movement of people and goods within and through the Borough.</li> </ul> <p>Comment: And yet SBC are attempting to reduce public transport services in other areas across the borough. How will public transport costs be sustained for routes to and from NEV?</p>		The Village Proformas require each development parcel to secure or contribute to services to serve its own development.

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
423	Mrs C	Inskip	3		<p>Policy TR2: Transport and Development. This policy seeks to ensure new development is located and designed to reduce the need to travel and to encourage the use of sustainable transport alternatives. To assess and mitigate the impact of development and to promote sustainable travel choices, planning applications should be accompanied by a Transport Assessment</p> <p>Comment: The NEV Masterplan doesn't show a cycle route or pedestrian footpath along the Wanborough Road. This is a small country lane that is currently hazardous for cyclists and pedestrians. The width of the road does not accommodate motorised traffic in both directions passing safely either a cyclist or pedestrian and yet a number of motorists attempt to do so. Comment: The NEV Masterplan falls seriously short on detail. It fails to show how the Southern Connector Route will connect with Commonhead Roundabout via Pack Hill nor the route of the Canal at a similar point. The Southern Connector Route is probably the most critical part of the infrastructure, vital to ensure that the NEV works to alleviate negative impact on local village roads; yet the Master plan lacks design elements to inform, assure and provide confidence.</p>		<p>With regards to Wanborough Road: Consideration of improved pedestrian/Cyclist accessibility along Wanborough Road is considered and secured through the Village Proformas. The Masterplan cannot present this level of detail at the scale considered.</p> <p>With regards to the Southern Connector Road: Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only. All affected landowners will be engaged as the alignment becomes more fixed and access arrangements to land will be considered at that stage.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
423	Mrs C	Inskip	4		<p>Pgs. 9/10</p> <p>4. Securing Planning Obligations at the New Eastern Villages</p> <p>4.2 Currently, the development is progressing through a number of separate outline planning applications submitted by individual landowners, strategic land buyer promoters and developers. The submission of numerous applications presents a challenge when seeking to secure the funding and land for the shared infrastructure that is required for the comprehensive development of the NEV. In addition, it is important to ensure the wider NEV is unlocked for development where this is reliant on access over third party land.</p> <p>4.3 The Council requires a holistic approach to the securing and provision of necessary shared infrastructure for the NEV development, and to ensure infrastructure is delivered in the right place at the right time.</p> <p>Comment: Already difficulties have been experienced between Ainscough and SBC and that is a single developer. The Barberry Group have pushed to take the Redland Development out of phase. SBC outline huge infrastructure requirements which need to be in place prior to development but this does not appear to be in any state of coordination.</p> <p>Comment: This document fails to give any detailed estimation of external funding/costs and wipes away the need</p>		<p>The SPD seeks to ensure the timely delivery of infrastructure and sets out the Council's approach to securing contributions with known costs included. External funding is also considered within the document. The Council will undertake an annual review to ensure the costs and infrastructure items are up-to-date.</p>

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					for clarity with... "It may not be possible to assess this until all the relevant infrastructure has been delivered and comprehensive final costs of delivery are known."		
423	Mrs C	Inskip	5		<p>Page 13</p> <p>Table 1: Summary of Infrastructure Requirements</p> <p>Comment: White hart development £28 million? A420 improvement circa £5 million.</p> <p>How are these going to improve the A420 which goes down into a single lane as soon as it runs into Oxfordshire?</p> <p>Document mentions improvements to Oxford Road, Drakes Way, Covingham Road/Dorcan Way transport corridors but doesn't offer any detail as to what this would entail. How are residents able to respond to such proposals unless more specific information is given e.g. does the Council intend to do away with the Drakes Way frontage road, the Merlin Way frontage Road, the green spaces along Dorcan Road?</p>		<p>The A420 operates insufficiently due to junction capacity constraints rather than road links between junctions. The A420 improvements therefore address the junctions and are forecast to improve the efficiency of the A420 by increasing junction capacity.</p> <p>The schemes to mitigate the traffic impact of the New Eastern Villages have been presented in a number of consultation events. The schemes are however constantly evolving and the final schemes will be subject to the planning process when all affected parties will be consulted.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
423	Mrs C	Inskip	6		<p>Appendix B</p> <p>The document speaks of a new park and ride facility for 1000 cars. Will this be sustainable without significant SBC concessionary funding?</p> <p>What funding will be provided to reduce “rat running” through local Swindon Villages and what measures will be taken and in what areas?</p> <p>What measures to reduce “rat running” through local Swindon villages?</p> <p>The road infrastructure, the schools and the health facilities need to be in place alongside the building of residential properties. Existing facilities cannot take the strain of a number of people moving into these areas without independent provision.</p>		<p>Park and Ride funding will be sought from developers as part of the SPD; no SBC concessionary funding is proposed.</p> <p>The Village proformas consider the requirement for traffic management and calming in local Swindon Villages to make rat-running route choices less attractive to the alternative of using the A420 and A419. The funding for these measures will be sought from developers.</p> <p>The timed delivery of supporting infrastructure is subject to financial constraint, but will be delivered comprehensively against secured Section 106 agreement contributions and other available funding streams.</p>
423	Mrs C	Inskip	7		<p>Finally, I would like to express my concern that these documents were issued in July with a consultation period during the school summer recess when many people would not have had time to respond.</p>		<p>Point noted. The commencement of the consultation started before the summer holiday period to provide an opportunity for responses to be made.</p>

Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
424	Mr D	Weatherle	1		It is important that a condition of the development should be the restoration of the canal by the developers. This will improve the environment and potential property values as well as providing flood relief and a natural feature. The canal is an asset that needs to be taken advantage of.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
425	Mr J	Theobald	1		1.5. SBC seems to have not taken into account previously stated views about Eastern Villages development, in relation to development of the W & Berks Canal.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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425	Mr J	Theobald	2		2. The canal needs to be made part of the development infrastructure.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
425	Mr J	Theobald	3		3. The canal needs therefore to be funded by the respective developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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425	Mr J	Theobald	4		4. The canal would offer opportunities for flood relief & land drainage in addition to adding a distinctive character to the area, adding value to the properties, providing a local leisure facility and creating new wildlife habitats, thereby increasing biodiversity in that area.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
425	Mr J	Theobald	5		<p>As a resident of Royal Wootton Bassett, the development of the canal around eastern Swindon would help open up a reasonable length of canal, running from my town to Eastern Swindon, which could then be fully utilised by small boats &amp; leisure crafts.</p> <p>The more regular use of the canal by boats in this way would then reduce the amount of routine maintenance currently required to prevent weed growth from making the current watered section unnavigable i.e. that section of the restored canal could become self - sustainable in terms of maintenance.</p>		Point noted.



Rep No	Title and Initial	Surname	Comment No	Page No	Justification of above	Proposed changes	Officer response
428	Miss M	Hughes	1		<p>I am writing in response to a letter sent to my father, Mr. Graham Hughes re the consultation of the new Eastern Villages.</p> <p>My father and I would like pledge our support of the canal construction as an enforceable part of the infrastructure development.</p> <p>I hope this email is sufficient for you to put forward as part of your processes.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
429	D H	Brewer	1		<p>Canal through the NEV will greatly enhance the quality of life from the residents. As a Swindonian I hope the canal scheme goes through and the builders help with the cost.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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429	D H	Brewer	1		The NEV canal will greatly improve the area for local residents. The developers should help with the cost.	Reply not required	The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would provided for existing and new residents and visitors and in accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
430	Mr P	Herring	1		<p>There does not seem to be any obligation on the developer to fund any construction of those parts of the route which pass through their development zone, as was the case in the Wichelstowe development.</p> <p>The proposed sites of the village community/retail centres in Lotmead, Lower Lotmead and Foxbridge are not currently planned to be next to the canal.</p>	I would suggest moving these areas to a location such that they can benefit from the proposed canal, and so that they can enhance the canal experience itself.	Point noted.
430	Mr P	Herring	2	1	Disappointed at the chosen location of the new park and ride facility.	Locate the P&R to the south of the development area (near Foxbridge), in order to service both the M4 and A419, without adding traffic to the White Hart junction.	The indicative location of the park and ride has been informed by the Local Plan.

## NEV Planning Obs dSPD Comments and Responses (Individuals)

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
3	Mr K	Chapman	1	Redlands Farm. This was previously described as being a small hamlet of 30/50 houses by Councillor Heenan. It now appears to be 300/400 high density houses. These would be out of keeping with the surrounding area. I would be in favour of 30/50 well designed houses in a small hamlet, but 300-400 house is far too many.		Noted. The current planning application for Redlands Airfield is based on detailed site assessment, and supported by a full Environmental Impact Assessment including Transport Assessment. A higher quantum of development may be acceptable subject to meeting day to day needs of the new residents in a sustainable manner. The planning application is being assessed by the Council.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
3	Mr K	Chapman	2	Having 300-400 houses having access to the rural Wanborough road causes concern. This is a small rural road often frequented by walkers, cyclists and horses. Having hundreds of extra cars on this road with roundabout access will create the potential for more congestion and risk to other road users.		<p>Wanborough Road has a relatively high theoretical traffic capacity north of the Redlands Airfield access; this is due to a wide width carriageway and long and straight sight lines. Increased traffic movements through Wanborough and surrounding parishes is however a concern and is reflected in policy. To address this the SPD sets out how contributions will be secured to manage and control the traffic movement through the sensitive areas of Wanborough and surrounding parishes through a series of measures as part of a traffic calming and management scheme.</p> <p>With regards to walkers, cyclists and horse riders, Wanborough Road currently experiences significantly high traffic speeds which dangerously conflict with use of the road by these user groups. To address this a scheme is also being developed to reduce traffic speeds on the road, making it safer for horse riders and on-carriageway cyclists, and pedestrians and off-road cyclists to be catered for a shared footway/cycleway.</p> <p>Upon the provision of roundabouts along this road, these are not proposed and the circles along the road on the Masterplan simply indicate a junction between two or more roads.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
3	Mr K	Chapman	3	Any development from Redlands should not vent traffic onto the Wanborough Road inline with the initial proposals.		The policy direction for the NEV does not preclude access to Wanborough Road, but does stipulate that measures should be implemented to avoid rat-running through existing adjacent villages and east Swindon. Due to Wanborough Road north of the Redlands development access having sufficient capacity to accommodate the development, access from the development in this direction cannot be precluded or reasonably objected to. In this accord, the current access proposals prioritise the northbound movement and SBC are reviewing these proposals through the planning process. To further disincentivise southbound vehicle movement along Wanborough Road, the SPD further considers the securing of financial contributions and site specific works to provide traffic calming and traffic management of Wanborough Road, through Wanborough Parish and surrounding settlement areas.
3	Mr K	Chapman	4	There is no mention that I can see in the plans of how we could limit traffic rat running through Wanborough High Street. There needs to be plans in place to stop traffic using small rural roads to get access to Junction 14 of the M4.		Rat running through Wanborough is considered in Local Plan Policy NC3 and will be addressed in two ways: 1) implementing a scheme of traffic calming and management on Wanborough Road and throughout Wanborough to make rat-running less attractive and 2) increase the capacity of the A419 corridor and increase access to it via the Southern Connector Road thereby increasing the attractiveness of this route to the M4 via an improved Junction 15.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
3	Mr K	Chapman	5	The proposed road connecting Lotmead Village with Foxbridge village appears to show a roundabout on the Wanborough Road. My understanding was that this was supposed to be a flyover with no access to the Wanborough Road. Again given access to these new villages to a small rural road will create more traffic congestion and the potential for rat running.		The junction shown on the draft Masterplan is illustrative and the actual form of junction will be subject to detailed design.
4	Mrs M	Nowell	1	I am extremely concerned at the inadequate infrastructure provision to cope with the vast number of houses to be built in East Swindon. My concerns were consolidated after attending a recent NEV consultation meeting.		Noted. The purpose of the SPD and the accompanying documents is to ensure that the infrastructure required for the New Eastern Villages can be delivered in a co-ordinated and timely manner.
4	Mrs M	Nowell	2	The inhabitants of the new development will need to come into Swindon. Currently the roads are already extremely overcrowded at peak times and increasing lanes on Greenbridge roundabout will simply move the problem further into the town centre. I feel sorry for the inhabitants of Swindon Road who will end up with a solid traffic jam on their doorstep. Inevitably, Covingham Drive will end up as a 'short cut' alternative.		Connectivity with the town centre is important to the success of the development and hence the NEV Obligations SPD sets out a comprehensive, but not exhaustive list of infrastructure measures designed to maximise traffic capacity along the A420 and A419 corridors, but also to maximise and prioritise sustainable transport by walking, cycling and public transport. These measures aim to improve accessibility throughout the eastern side of Swindon and to maximise connectivity with the Town Centre.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
4	Mrs M	Nowell	3	Existing Park and Ride schemes in Swindon have not been successful so why do developers naively think that this scheme will magically solve the problem.		The proposed park and ride complies with Local Plan Policy NC3 and forms a single element of a much wider transport package. The proposed park and ride will be served by a bus priority route through the development leading to a new bridge over the A419 and then leading into the town centre supported by priority measures being brought forward as part of a Rapid Transit Study. The park and ride will therefore be served by high quality infrastructure to maximise its attractiveness over the car and is appropriately located to allow journeys along the A420 corridor to circumvent the existing junctions serving the Police Station, Gablecross and The White Hart junction.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
4	Mrs M	Nowell	4	<p>Health</p> <p>What additional provision is to be made at the Great Western Hospital to accommodate the extra population? Very recently my elderly mother had to be rushed into hospital. She had to wait in the ambulance for 45 minutes outside the hospital as there were no beds available and staff were rushed off their feet. Later, 8 patients were on beds in the corridor. It is a sad reflection that there was a clearly labelled file in A &amp; E Reception for 'Corridor Patients' implying that this was not an isolated incident. GWH is already struggling, the additional population will only make the waiting lists for treatment even longer and demoralise staff further. The public identified the reduced provision of beds when GWH was being built but were assured this would be taken care of. Will our concerns now also be ignored?</p>		<p>Health care provision, in accord with Policy NC3 will be provided at the District Centre. The Council is working with health care providers to ensure that the health care requirements of the residents are fully met.</p>
4	Mrs M	Nowell	5	<p>Fire Service</p> <p>Is there any further provision to expand the Fire Service who will have to cover a huge additional area?</p>		<p>Policy NC3 in the Local Plan identifies the requirement to safeguard land for a fire station towards the southern part of the site. Discussions are ongoing with the W&amp;FS.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
4	Mrs M	Nowell	6	I fear that the impact of the development will reduce East Swindon to a traffic thoroughway into Swindon and reduce vital services to existing residents who will also have to put up with years of confusion, chaos and delays while the development is being built. I feel a lot more thought needs to be put into the consequences of this development.		The Local Plan and associated Supplementary Planning Documents form the policy framework under which the development parcels will be assessed for compliance. In order to prove compliance, each development will be subject to the planning process and will be required to submit thorough and comprehensive Transport Assessments and Environmental Impact Assessments to determine the impact upon existing residents and services and to propose appropriate mitigation packages.
5	S	Chapman	1	Object to the current Masterplan document that has recently been released by Swindon Council. Objection does not necessarily around the development itself (although Redlands Farm was previously described by Councillor Heenan as a small hamlet of 30-50 houses and now appears to have changed to 300-400 houses which is way more than originally proposed). Object specifically because the plan is now showing 2 access points to the Wanborough road from the new development and it is understand that in the original plan there should have been no access directly to this road.		The policy direction for the NEV does not preclude access to Wanborough Road, but does stipulate that measures should be implemented to avoid rat-running through existing adjacent villages and east Swindon. Whilst two accesses are proposed, the Masterplan and associated Infrastructure Delivery Plan includes measures to maximise priority routes into Swindon and to surrounding areas that avoid Wanborough Road, which itself will be made less attractive through traffic calming and management measures.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
5	S	Chapman	2	Any development from Redlands Farm should NOT feed traffic onto the Wanborough Road as the road simply is not made for such a large amount of traffic, and so will directly impact access in and out of Wanborough village.		<p>The policy direction for the NEV does not preclude access to Wanborough Road, but does stipulate that measures should be implemented to avoid rat-running through existing adjacent villages and east Swindon. Due to Wanborough Road north of the Redlands development access having sufficient capacity to accommodate the development, access from the development in this direction cannot be precluded or reasonably objected to. In this accord, the current access proposals prioritise the northbound movement and SBC are reviewing these proposals through the planning process.</p> <p>To further disincentivise southbound vehicle movement along Wanborough Road, the SPD further considers the securing of financial contributions and site specific works to provide traffic calming and traffic management of Wanborough Road, through Wanborough Parish and surrounding settlement areas.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
5	S	Chapman	3	Giving 300-400 houses access to the rural Wanborough road causes great concern, since it is a small rural road that is often frequented by walkers, cyclists and horses. Having hundreds of extra cars on this road with 2 roundabout accesses will dramatically increase the likelihood of congestion and risk to other road users.		<p>Wanborough Road has a relatively high theoretical traffic capacity north of the Redlands Airfield access; this is due to a wide width carriageway and long and straight sight lines. Increased traffic movements through Wanborough and surrounding parishes is however a concern and is reflected in policy. To address this the SPD sets out how contributions will be secured to manage and control the traffic movement through the sensitive areas of Wanborough and surrounding parishes through a series of measures as part of a traffic calming and management scheme.</p> <p>With regards to walkers, cyclists and horse riders, Wanborough Road currently experiences significantly high traffic speeds which dangerously conflict with use of the road by these user groups. To address this a scheme is also being developed to reduce traffic speeds on the road, making it safer for horse riders and on-carriageway cyclists, and pedestrians and off-road cyclists to be catered for a shared footway/cycleway.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
5	S	Chapman	4	There is no mention that I can see in the plans of how we could limit traffic rat running through Wanborough High Street. We are all aware in Wanborough that this is already an issue, as there are lots of cars using Wanborough daily as a through road to get to Junction 14 of the M4. Another 300 or 400 houses will only lead to a substantial increase in the number of cars doing this. There needs to be plans in place to stop such heavy traffic from using the small rural roads for this		Rat running through Wanborough is considered in Local Plan Policy NC3 and will be addressed in two ways: 1) implementing a scheme of traffic calming and management on Wanborough Road and throughout Wanborough to make rat-running less attractive and 2) increase the capacity of the A419 corridor and increase access to it via the Southern Connector Road thereby increasing the attractiveness of this route to the M4 via an improved Junction 15.
5	S	Chapman	5	The proposed road connecting Lotmead Village with Foxbridge village appears to show a roundabout on the Wanborough Road. My understanding was that this was originally supposed to be a flyover with no access directly to the Wanborough Road. Again, giving these new villages access to a small rural road will only create more traffic congestion and the potential for rat running.	Please consider our position, look seriously at the proposed road systems and try to find an approach that provides the additional housing you require whilst not destroying our village life.	The junction between the road link to Commonhead Roundabout (the Southern Connector Road) and Wanborough Road has not been fully designed. However, the policy direction of avoiding rat running through Wanborough will dictate the design of this junction to limit accessibility to Wanborough Road from all directions.

Page 163	Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
	6	Mr & Mrs A B	Senior	1	We note that the document shows the line of the canal as a green canal corridor. However we are concerned that it does not include the requirement for the proposed development to make provision for the funding of the building of the canal as an enforceable part of the infrastructure development. This seems to be a serious oversight and we would be grateful for your clarification on this matter		The Masterplan clearly identifies the safeguarding of the route for the canal at the New Eastern Villages in accord with Policy NC3 of the adopted Local Plan. The Council continues to work in partnership with delivery partners, including the W&BCT, to enable shared infrastructure. However, the Council cannot enforce delivery of the canal through the planning process.
	6	Mr & Mrs A B	Senior	2	We were pleased to see a section of canal is included in the plans of this development as the prospect of the restoration of the canal between Semington and Abingdon will add so much to the general amenity provided by Wiltshire as a scenic yet progressive county.		Noted.
	9	Fiona	Balbernie	1	<p>We, in Stroud, have witnessed a great improvement in community spirit and congeniality with the restoration projects on, and alongside our canal.</p> <p>Voluntary groups bring people together. Wildlife is appreciated more, documented, valued. New building projects all too often, ignore, or skirt around, real opportunities to include and improve on, the important aspects of "village" life.</p>		Noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
9	Fiona	Balbernie	2	I hope the canal work will be supported and encouraged around Swindon - for everyone's benefit now, and into the future !		Noted.
41	Mr K	Oatley	1	I fully support the further development projected, extending this amenity, used by many and encouraging a wildlife corridor in the expansion of Swindon. Such a benefit, apart from the obvious, it will afford a water control element which in turn will, for the most-part, eliminate flooding risk. It will afford eventually a great recreational facility corridor and bring back to Swindon, in a new form, part of it's wonderful heritage.		Noted.
42	Mr P	Shepherd	1	I comment on behalf of my Mother who lives at 10 Peregrine Close, Covingham. The impact of the development appears to create a significant impact on the River Cole and we are concerned that this may negate the positive effects of the flood relief measures installed by the Environmental Agency on Covingham Drive and near Peregrine Close.		Noted. The Council has been working in partnership with the Environment Agency, and the emerging NEV SuDS Vision SPD is available for consultation prior to formal adoption. This addresses the issue of flooding in more detail, in line with the Adopted Local Plan and the Council's responsibility as Lead Flood Risk Authority.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
42	Mr P	Shepherd	2	Also the Plan does not show detail of how and where the road bridge over the A419 will link up with Covingham Drive. This will almost certainly create traffic jam problems at peak periods as drivers coming from the A419 and also from the new development area will seek to use Covingham Drive and St Paul's Drive to avoid the already difficult traffic situation at the White Heart roundabout and the Shrivenham Road problems. The Green Bridge measures will not avert these problems.		The detail of the bridge over the A419 is yet to be fully developed, in order to firmly determine landing points. With regards to the congestion, that this bridge connection may cause, it is anticipated that the transport package works associated with the NEV will address many of the congestion issues on the primary network and thus avoid any rat-running through Covingham exacerbating capacity issues.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
43	Karen	Brown	1	I would like to say that I am not at all happy about the proposed NEV development. It is being built partly on a flood risk area. The amount of upheaval and cost in changing all the roads to cope with the extra traffic is extremely high. Why is it that there are brownfield sites that are empty and have been for years that could be used for housing but they are just left and instead villages are being swallowed up and countryside built on. If the brownfield sites were used there are already roads in place. The extra traffic would be less on smaller brownfield sites and could slot in to existing roads easier and at less cost than the massive development being proposed. Swindon town centre is losing more and more shops all the time. Could the existing shops be moved all together and then the empty parts of the town centre could be used to develop for housing.		Noted. The principle of development is established in the Adopted Local Plan, which was subject to an independent Examination in Public in 2014.
43	Karen	Brown	2	I do not like the Great Stall Bridge proposals as it means that the NEV traffic will be able to use Merlin Way but anyone else coming off the A419 has to use the White Hart junction. For people that live in Coleview and Covingham will lose their access to their roads so that NEV can have access instead. How is that fair.		The scheme's for Great Stall Bridge and White Hart are being developed from the initial designs to minimise, where possible, any impact to current users.



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
43	Karen	Brown	3	I do not understand why the access to Ermin street is being taken out. How are people supposed to go to Ermin street? Will all the traffic be sent to Greenbridge Roundabout and then have to use the 361 to get to the traffic lights and turn right into Swindon road. Seems to me that people already in Swindon are being penalised every step of the way to accommodate NEV.		The White Hart improvement works are being designed to maximise efficiency and rationalise the junction to operate like traditionally designed junctions. However, it is acknowledged that constraints to existing users need to be addressed in some cases and these will be considered as the schemes evolve.
43	Karen	Brown	4	I also see that Gablecross roundabout is being changed to traffic lights. Why? roundabouts keep traffic moving. All the new proposals are for putting traffic lights at junctions which just slows down the traffic.		The junction designs for Gablecross are not advanced enough to confirm this change. Notwithstanding this, signal controlled junctions have a higher capacity than roundabouts and maximise the throughput of traffic from all arms. Conversely to this, roundabouts prioritise the arms with the heaviest traffic flows and hence those arms with low levels of traffic can experience significant delays.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
43	Karen	Brown	5	<p>I am also very concerned about the proposed plans for the Nythe road junction. The plan to make it 4 lanes either side of the traffic lights is just going to create a big car park at the junction as the traffic will have to filter down to 2 lanes again. I live in the area where the road will be widened. I do not want traffic closer to my house. What is going to happen to the footpath and cycle way which is very well used. Will we have to lose part of our front garden? It is difficult to get out of our driveway with the amount of traffic at some times. If there are 4 lanes it will be impossible to turn right and it will mean having to drive to Greenbridge roundabout to turn round.</p> <p>I suggest that the Nythe road junction could be left as 2 lanes and a roundabout put in with part-time traffic signals to enable people leaving Nythe Road to get out during peak traffic times.</p>		The Nythe Road junction plans have not been fully developed and the appropriateness of any widening scheme has not been established.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
43	Karen	Brown	6	I don't think that the plans are well thought out at all. The majority of the traffic for NEV is being sent down Oxford Road. Roads are being closed forcing drivers to have to drive further to get to destinations that previously they could reach on the original roads. The town centre at Jury's Inn is another example of bad traffic planning. A perfectly good roundabout was taken out and a route past the law courts put in with traffic lights that hold up all the traffic and send drivers off on an extra journey that previously wasn't needed. Also it is now no longer possible to turn right and go down to Manchester Road. How is that an improvement.		Traffic associated with the NEV will have a number of destinations and routes open to it and not all traffic will impact upon Oxford Road. Notwithstanding this, Oxford Road, like other routes, will be subject to improvement works to maximise efficiency.
43	Karen	Brown	7	Why can't the traffic from NEV also be sent down Covingham Drive and Kingfisher Drive? Those areas have a lot of green spaces that could be used to widen the roads rather than the Oxford Road which doesn't have that luxury.		It is essential for SBC to promote and prioritise the primary roads serving Swindon to serve the NEV, in order to avoid unnecessary rat-running and material environmental implications for residential areas. In this regard, the focus for the NEV mitigation package is to maximise the capacity of the A420 and A419 corridors in order to serve Swindon as expediently as possible and to provide quick and direct access to the Strategic Road Network.
43	Karen	Brown	8	I am also concerned with how the proposed Nythe road junction will affect the value of my property. I'll be living beside a dual carriageway with loads of traffic and extra noise streaming past my house.		The plans for the Nythe Road junction have not been sufficiently developed to confirm the noise implications associated with its improvement.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
44	Mr R	Sewerniak	1	The Redlands development is beyond the planning boundary described by the Liden Brook and contravenes the protected rural buffer. The Redlands airfield is a massive asset to Swindon and should be enhanced otherwise Swindon will be nothing but boring houses for London commuters ultimately resulting in the promotion of miscreants.		The principle of development at Redlands Airfield is established in the Adopted Local Plan, which was subject to independent Examination in Public in 2014.
44	Mr R	Sewerniak	2	No NEV development can commence until the southern connector road to Commonhead Roundabout (not planned until May 2021) is constructed, otherwise, despite any cosmetic safety plans, there is a real danger of fatalities due to construction traffic using the local roads through Wanborough or Covingham.		Each development parcel will be subject of a Construction Management Plan which will determine appropriate routing of construction vehicles. This will be dealt with through the application process against what routes are available at the time.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
44	Mr R	Sewerniak	3	<p>In relation to the NEV developments, proposals to introduce traffic lights anywhere are unacceptable. Do not repeat the jungle of unnecessary and incomprehensible lights at the bottom of Croft Road. Despite the best efforts of your US consultant's models there is absolutely no need for traffic lights anywhere. We all know that roundabouts work well and are a Swindon tradition which must be adhered to. Properly designed roundabouts with 10mph speed limits (enforced by speed cameras or with rumble strips) will work fantastically. Here is an opportunity to be internationally innovative which must be pursued in order to make Swindon famous; otherwise the town will be another dull thoughtless conurbation.</p>		<p>Roundabouts work efficiently when similar traffic flows arrive on each arm, where there is a disparity in flows those carrying a small quantum of traffic are significantly prejudiced against. Traffic signals address this by controlling the access across all arms of the junction ensuring minimal delays across the highway network. In this accord, where land allows, where traffic flows are comparably equal and when the junction design is compatible with the urban form, roundabouts may be used. Alternatively, where movement represent a priority and land is constrained, traffic signals will be necessary.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
44	Mr R	Sewerniak	4	<p>The proposed Sustainable Drainage Systems (SuDS) for the NEV developments will not work unless they are extremely enormous because the soils are impermeable and the attenuation volume will be compromised. The floodplain is nearly always sodden even when there is no rain. The combined effects of drainage run-off from all the NEV developments and other developments in the River Cole catchment have not been taken into account. A holistic hydrodynamic numerical flood model for River Cole floodplain with and without the NEV developments for various return periods up to the 1 in 100 year event is a must in order to provide the design parameters for the developers so they do not skimp on their designs and exacerbate future flooding. The Wiltshire and Berkshire Canal can be added to this model to demonstrate its flood protection potential. In fact the canal must be constructed together with the NEV developments so that it provides construction fill material as well as a water amenity in the long term. With property flooding being a political issue every winter, it is probably illegal to pursue developments within the floodplain without having undertaken a comprehensive flood study to meet Environment Agency approval.</p>		<p>The Council will be consulting upon a draft SUDs SPD in the near future.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
45	Mr J	Ratsey	1	<p>Planning of interventions to improve the traffic flows needs to consider a range of scenarios. For example, will employment opportunities in Swindon buck the current trend and substantially increase or will the NEV be a dormitory for people working elsewhere? Even if the employment is in Swindon, where is it likely to be? Most likely on the edge and not in the centre, I suspect.</p> <p>Any traffic modelling needs to be realistic and not influenced by unrealistic assumptions. Traffic, like water, will take the path of least resistance and drivers are helped by software which evaluates the options and identifies the fastest route.</p>		<p>A number of scenarios have been modelled as part of a comprehensive access strategy for the NEV. The Council is working in close partnership with adjacent authorities and deliver partners, including Highways England, and all planning applications will be accompanied by a detailed Transport Assessment.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
45	Mr J	Ratsey	2	<p>Proposals for White Hart junction need to be considered carefully in the context of the traffic capacity of the adjacent roads. For example, the A420 east of that junction has roundabouts and traffic lights which combine to make a big obstruction to traffic flow while the Oxford Road to the west of White Hart also has limited capacity unless improved. The main problem with the roundabout at White Hart junction is the large diameter resulting in traffic on the roundabout moving quickly which makes it difficult to join the traffic flow. This can be fixed at low cost with some speed bumps.</p>		<p>The White Hart junction forms a part of a wider Transport Package that includes works to junctions along the A420 and Oxford Road. With regards to possible speed inhibiting measures on White Hart, this will be achieved through signal control and any implementation of speed humps would be considered dangerous where significant numbers of vehicles cross land and are constantly turning.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
45	Mr J	Ratsey	3	The Swindon Local plan identifies this bridge "the green bridge") as being for buses, cyclists and pedestrians. The proposal to make it "bus priority" is actually gibberish unless bus priority is implemented in a way to prevent cars using the bridge to get into Swindon. It would provide a route into Swindon which avoids both the White Hart and Greenbridge junctions and will inherently attract considerable traffic with considerable disruption, inconvenience and extra noise for the people primarily living in Covingham but also for adjacent areas where the extra traffic will pass through. Therefore this bridge must be left as limited access as described in the Local Plan. It's bad enough having developers who are doing their best to tear up the Local Plan but SBC must not be a party to such destructive practices.		The Local Plan states that "the development shall provide: a green bridge across the A419 near Covingham Drive to provide for walking, cycling and public transport." The policy does not explicitly exclude general traffic provision, however SBC are further assessing the bridge and traffic demand to confirm that exclusive use of the Bridge by walkers, cyclists and bus users does not have significant repercussions elsewhere on the transport network.
45	Mr J	Ratsey	4	It appears from the map that the link road from NEV to Commonhead will cross the existing Covingham - Wanborough road at a junction. What measures will be put in place to prevent this junction being used as a short cut from NEV to Swindon which bypasses all the traffic lights between Commonhead and Coate roundabout?		The junction form between Wanborough Road and the Southern Connector road has yet to be determined, however its form will evolve to minimise rat-running.

Page 176	Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
	45	Mr J	Ratsey	5	I note that the proposed future alignment of the restored Wilts and Berks canal is shown on the maps. Will SBC impose integration of the canal into the developers' plans as has been done at Wichelstowe? This will offer various benefits including opportunities for drainage and flood risk management, creation of habitat and biodiversity and potential property value uplift as well as creation of a recreational facility. (Which has me wondering why this wasn't also done for Badbury Park where the developers must be generating a healthy profit.)		In accord with Policy, development should not compromise the delivery of the canal at the NEV.
	45	Mr J	Ratsey	6	What is being done to improve the A419, in particular the section between Commonhead and the M4? I understand that this is not under the control of SBC. However, this improvement must be put on the list of enabling infrastructure to be put in place before any houses are built in NEV. And please don't nod through incremental development under the guise of "no significant impact" because we all know that the cumulative impact is very significant.		The M4 Junction 15 works are currently secured against development at Commonhead and include widening the A419 and increasing the capacity of the junction alongside other approach road works. Notwithstanding this, relationship between the NEV and the M4, these works exist as a listed item in the Infrastructure Delivery Plan for this development.
	46	Mr K	Price	1	Illegible		

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
47	Fiona	McAnespie	1	Throughout the document you refer to 8,000 new dwellings, yet one of the first outline planning applications - relating to Redlands - is for significantly more dwellings than was originally anticipated. Is the figure of 8,000 realistic?		The Adopted Local Plan identifies the NEV as a strategic allocation of about 8,000 homes. Each planning application will be assessed on its own merits, in conformity with the Local Plan.
47	Fiona	McAnespie	2	You refer many times in the SPD to achieving the effective delivery of infrastructure on a 'right place, right time' basis. That is obviously very important, but it already appears that the Redlands development will go ahead before the relief road to the Commonhead roundabout is built. Will the right place, right time apply in practice?		Each development will be assessed for its phased impact against the merits of existing and planned infrastructure; this will include the Redlands development.
47	Fiona	McAnespie	3	I'm not sure what relevance 2.3 has, since no contributions are being sought through CIL. Given the huge impact of the NEV on infrastructure, it's surprising that no contributions are being sought. Paras 2.6 and 2.7 refer to the need for obligations and policy burdens not to threaten the viability of development, from a land owner and developer's perspective. What is safeguarding the council tax payers of Swindon, to prevent the burden of infrastructure provision from falling to them?		Contributions will be secured via S106 agreements, rather than through CIL, to maximise the delivery of local and related infrastructure, rather than Borough wide infrastructure.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
47	Fiona	McAnespie	4	2.15 - Policy HA2; what safeguard is there to prevent the majority of affordable homes being delivered off-site, leading to 'ghettoisation'? Does the council have no specific policies relating to Highways, Education and Healthcare?		In accord with Local Plan policy, all the village proformas set out the requirement for the delivery of 30% affordable homes with the exception of South Marston (20%).
47	Fiona	McAnespie	5	How does the Framework Section 106 Agreement work in practise, when development will go ahead piecemeal?		The purpose of the SPD is to ensure the delivery of infrastructure at the NEV can be secured in a holistic and timely way.
47	Fiona	McAnespie	6	Para 4.17 - what does this mean in practise? For example, what will be considered an appropriate level of infrastructure delivery in the case of the Redlands development which appears likely to be delivered well out of phase?		The infrastructure requirements for Redlands are clearly set out in the Redlands village proforma.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
47	Fiona	McAnespie	7	Appendix B - suggests that measures will be taken to minimise 'rat-running' through existing adjacent villages and east Swindon. What will these measures be and when will they be implemented? Mention is made of a health care facility; how closely is the council working with GWH to increase capacity in line with the large increase in population which NEV will presumably deliver?		To avoid rat-running, the key aims are to maximise capacity of the primary road network, being the A420 and A419 corridors, and thereby reduce journey times. This will be achieved by increasing capacity at key junctions on these corridors. Further to enhancing the attractiveness of these corridors, the NEV will also have direct and expedient access to the A420 directly and the A419 by the New Southern Connector Road which will transmit traffic to Commonhead Roundabout and onto the M4. Alternative routes, being those which would be subject to rat running, will be downgraded in their attractiveness with traffic calming measures throughout South Marston, Wanborough and their surrounding settlements. This balance between maximising attractiveness of the major routes and disincentivising traffic from using the tertiary routes should mitigate any perceived rat-running. The traffic calming and management schemes are secured
47	Fiona	McAnespie	8	Appendix B e - no mention of Hinton Parva; can it be added?		The Village Proforma's of Redlands, Foxbridge and Lotmead Village includes provision for contributions to traffic calming and management measures within Wanborough and surrounding villages and hamlets. It is considered that Hinton Parva is included within this and where necessary may be subject to mitigation works as a result of the NEV.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
47	Fiona	McAnespie	9	Appendix D - why are Diversity Impact Assessments and Health Impact Assessments not being made mandatory? Without them, how will you assess that legal obligations are being met in these areas?		A DIA accompanies the SPD. It is not necessary to conduct a HIA on the SPD. The Local Plan is subject to an HIA.
48	Mr D	Knight	1	Further to the Paris accord and the UK's climate change law and commitments, it is essential that any new development considers how energy use can be minimised and energy generation can be 100% renewable and additional to existing capacity. I urge you to incentivise the developers to go beyond legislation with regards to energy efficiency schemes, to consider a renewably powered district heating system or to insist on new renewable generation being developed in association with the scheme. The Westmill community wind and solar farm to the east of Swindon is an excellent example of how this can work and the new abundance plan also should be linked and supported.		Noted.
48	Mr D	Knight	2	Please ensure that excellent provision is made a requirement of the planning process to ensure that safe separate routes are including to enable access by all in the new development. Linked to this is the canal route towpath (see below), which can be a key walking/cycling artery through the development.		Agree with towpath usage.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
48	Mr D	Knight	3	<p>W&amp;B Canal</p> <ul style="list-style-type: none"> <li>•It's very good to see that the protected canal route has been included</li> <li>•The construction of the canal must be included as part of the New Eastern Villages infrastructure and should be funded by the developers</li> <li>•The canal offers opportunities for flood relief and land drainage</li> <li>•The canal offers a wonderful opportunity to make a distinctive character for the New Eastern Villages</li> <li>•Working canals in other location have created property uplift, and will do so here as well</li> <li>•A built canal will create both recreational and leisure assets as well as improving people's well-being</li> <li>•A built canal will create wildlife habitat assets and increase biodiversity</li> </ul>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
49	S	Bacon	1	I'm pleased to see that the Eastern Villages Draft SPD does intend that the land required for public open space and biodiversity is being protected, and that "the route for the Wilts & Berks Canal as set out on the Policies Map will be safeguarded and protected from development". However, simply saying that the Wilts & Berks Canal is a 'good thing' will not get it built. The development brief must ensure that it will be built before the housing - when it is relatively less expensive to do so.		The Adopted Local Plan requires the route of the canal to be safeguarded. The Council continues to work in partnership with delivery partners, including the W&BCT, to enable shared infrastructure. However, the Council cannot enforce delivery of the canal through the planning process.
49	S	Bacon	2	The developers will be very happy to include in their publicity material artists' impressions of people walking, cycling, and generally enjoying the proximity of the canal - but that's no guarantee that these facilities will actually exist once the developments have been completed. There should be an obligation that the canal - in effect the 'icing on the cake' - is provided in much the same way that it has already been built in East Wichel and by the new Waitrose. Something special is already happening in these areas - and if the Council is not careful, the Eastern Villages will be built without that 'something special' in place.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
49	S	Bacon	3	It's already been demonstrated that developers can get significantly higher prices for houses that are by water. Look at the Arborfield Garrison SPD in central Berkshire - the very first housing development on the Garrison site is the one surrounding an already-existing lake, and of course Crest Nicholson are making as much of it as they can. Look at countless other housing schemes by canals, and you'll find the same effect: Water-side properties sell at a premium.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
49	S	Bacon	4	We can demonstrate that the Wilts & Berks Canal will enable bio-diversity, enable exercise and provide an attractive open space - just take a short trip on 'Dragonfly' from the landing stage at Wichelstowe Waitrose and count the walkers, cyclists and runners on the towpath! However, that's not all. Look on a canal as a very long 'Balancing Pond'. Why contrive a deep and largely dry 'Balancing Pond' alongside a development when a living waterway can add character - and mitigate the effects of flooding?		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
49	S	Bacon	5	Please add flood-control to the attributes of the planned canal through the Eastern Villages. What would this represent for the cost of the new developments? A small percentage, but then there would be the added bonus of biodiversity, open space and improved well-being. Please don't simply make the canal an after-thought, a what-might-have-been, or 'we-warned-you-about-the-flooding'; please make it a central provision for the development plan and everyone will gain, not least the developments with something that other parts of Swindon will lack.		Points noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
50	Mr C	Rolph	1	<p>I write in support of the canal reinstatement within this plan and make the following points.</p> <ul style="list-style-type: none"> <li>• It's very good to see that the protected canal route has been included</li> <li>• The construction of the canal must be included as part of the New Eastern Villages infrastructure</li> <li>• The canal should be funded by the developers</li> <li>• The canal offers opportunities for flood relief and land drainage</li> <li>• The canal offers a wonderful opportunity to make a distinctive character for the New Eastern Villages</li> <li>• Working canals in other locations have created property uplift, and will do so here as well</li> <li>• A built canal will create both recreational and leisure assets as well as improving people's well-being</li> <li>• A built canal will create wildlife habitat assets and increase biodiversity</li> </ul>		Support noted.
50	Mr C	Rolph	6	<p>The size of the SuDS ponds will depend on the estimate of how much stagnant water remains in the ponds following a storm, hence how much attenuation capacity is available for the next storm. The developer will wish to optimize the pond size and this may compromise the efficiency of SuDS.</p>		Noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
50	Mr C	Rolph	7	Note that the developments are to be built on islands set above the floodplain so as to be above the 1 in 100 flood level in the catchment, but what is this level? The only way to know the flood level is to carry out a holistic hydrodynamic numerical model of the River Cole catchment with and without the NEV to assess the effect of the islands on predicted flood levels and flows. Tagging the canal on to this model will show how the canal forms a flood barrier to protect the NEV. Such a model needs to be instigated by SBC.		Noted.
50	Mr C	Rolph	8	Submission of technical notes : Note 1 (dated March 2016), which deals with Water Management generally and describes how the Wilts and Berks canal provides flood mitigation and  Note 2 (dated April 2016) which describes how the canal can provide a flood barrier to protect the NEV.		Noted.
50	Mr C	Rolph	9	Canals add value to residential development, provide for leisure and recreation and public amenity to the localities through which it travels. It is illogical that SBC has all but ignored the canal within its Masterplan; to the extent that its planned corridor is marginalised and out of sight and contact with their urban development plans.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
51	Mr C	Jenkins	1	As an active member of the Wilts & Berks Canal Trust I am very pleased to see that the protected canal route has been included in the planning for the new Eastern Villages. This planning should explicitly include the Wilts & Berks Canal as part of the infrastructure for this new development and as a result be funded by the developers of the site; who will in turn be the recipients of the “premium” payments that house buyers will be willing to pay to have such a superb amenity as part of their local infrastructure		The Council continues to work in partnership with delivery partners, including the W&BCT, to enable shared infrastructure. However, the Council cannot enforce delivery of the canal through the planning process.
51	Mr C	Jenkins	2	The provision of the Wilts & Berks Canal will have enormous beneficial effects on the local communities of the Eastern Villages. The canal will provide a fantastic “green corridor” for wild life and increased biodiversity. It will also provide health and recreational opportunities (kayaking, cycling, running, walking, fishing, bird watching) for both local residents and the wider community; while also providing significant benefits for flood relief and land drainage in the area.		Points noted.

Page 188	Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
	51	Mr C	Jenkins	3	Inclusion of the Wilts & Berks Canal in the planning for the Eastern Villages is essential, but must be paid for by the developers. It is a unique opportunity that should be exploited to the full and I hope it will get full support from Swindon Borough Council.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
	52	Mr P	Stapleton	1	The proposed canal will be a very valuable addition to the local and national amenity, but without a requirement for the developer to build it during the development, it is almost certain that it would never get built. The developers may even find that the ability to charge more for their properties because of the canal would recompense them in part for the cost of the work.		The Council continues to work in partnership with delivery partners, including the W&BCT, to enable shared infrastructure. However, the Council cannot enforce delivery of the canal through the planning process.
	53	Mr S	Drinkwater	1	It is very welcome news that the New Eastern Villages SPD has committed to protect the route of the Wilts and Berks Canal from development (DSP Appendix B, section d). As a volunteer with the Cotswold Canals Trust, I have seen first hand the massive environmental improvements for both wildlife and people that a restored canal has brought to the Stroud area and received many favourable comments from local people.		Noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
53	Mr S	Drinkwater	2	<p>However, to turn a protected route into a restored canal requires funding both for materials and some civil engineering input, even though much of the labour would most likely be provided by volunteers. A restored canal will almost certainly bring financial returns for the developers, reflected in the increased desirability of their properties for many reasons, such as</p> <ul style="list-style-type: none"> <li>- Provision of recreational and leisure assets</li> <li>- Increased confidence in drainage and flood relief provision</li> <li>- Improved wildlife habitat and diversity</li> </ul> <p>As such, it seems only fair that the developers should be contracted to provide funding to ensure the restoration can be completed successfully.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
54	Mr I	Cutler	1	<p>I would like to make a comment supporting the general approach and highlighting the inclusion of the Canal route.</p> <p>It is important that the canal route is fully protected and included in this proposal in full.</p> <p>The construction and repair of the canal should in my opinion be funded by the developers as they will benefit significantly by this proposal.</p> <p>The construction of the canal would provide a significant area for recreation and leisure as well as improving the general area.</p> <p>It would also provide flood relief and land drainage for the development area as well.</p>		<p>Support noted. The Council continues to work in partnership with delivery partners, including the W&amp;BCT, to enable delivery of shared infrastructure. The canal route through the NEV is safeguarded. However, the Council cannot enforce delivery through the planning process.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
55	Mr D	Chalmers	1	<p>As a member of the Wilts &amp; Berks Canal Society I am delighted to see the canal is included in plans for the Eastern village. It will provide a lovely green corridor for the residents. It would be much better for residents and the house builders if the builders paid to have the canal and necessary infrastructure built at the time of building the houses. From residents both those living alongside the canal as well as those walking to see boats moving along will enhance their enjoyment. From the builders it provides a place to take rain water away from the nearby streets and also with a canal they can add a premium to the house price. The nearby development did build the canal as part of their development and I believe that has been successful and, when further restoration is carried out elsewhere, they will see boats passing along.</p> <p>So I ask that an amendment be made requiring builders to provide a canal as requirement of the</p>		Support noted. The Council continues to work in partnership with delivery partners, including the W&BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
56	Mr B	Acres	1	<ul style="list-style-type: none"> <li>•It's very good to see that the protected canal route has been included</li> <li>•The construction of the canal must be included as part of the New Eastern Villages infrastructure</li> <li>•The canal should be funded by the developers</li> <li>•The canal offers opportunities for flood relief and land drainage</li> <li>•The canal offers a wonderful opportunity to make a distinctive character for the New Eastern Villages</li> <li>•Working canals in other location have created property uplift, and will do so here as well</li> <li>•A built canal will create both recreational and leisure assets as well as improving people's well-being</li> <li>•A built canal will create wildlife habitat assets and increase biodiversity</li> </ul>		Support noted. The Council continues to work in partnership with delivery partners, including the W&BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
57	Mr D	Donaldson	1	<p>I am a Wilts &amp; Berks Canal Trust volunteer and am delighted that the canal route is protected through the Eastern Villages.</p> <p>However protecting the line of the canal is not enough.</p> <p>To be truly effective as a flood relief mechanism whilst also being a well designed and aesthetically pleasing canal it needs to be built before or in conjunction with the rest of the development.</p> <p>It simply does not make sense to spend millions of pounds to create a drainage system with pipes, channels and attenuation dams etc. only to spend millions modifying it to fit a canal system .</p> <p>The exact area to protect and leave aside for the canal with its locks and pounds may lead to land being wasted and wrong assumptions being made</p> <p>In my opinion there is a risk that flooding may occur whilst the drainage system is compromised during the canals construction.</p>		Support noted. The Council continues to work in partnership with delivery partners, including the W&BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
57	Mr D	Donaldson	2	<p>I would suggest the best solution is to have the developers build the canal as they have done in Wichelstowe East. Anything else may lead to a botch job.</p> <p>The developers have everything to gain. They can sell properties which are canal side or close to the canal at a premium. The villages will be able to boast they have a lowered flood risk thanks to the presence of the canal. Their work will be showcased to all the narrow boaters who pass along the canal.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
57	Mr D	Donaldson	3	<p>The vision of the Swindon of the future that I have been promoting as a Wilts &amp; Berks Canal Trust volunteer is a Swindon with a canal at its heart. If the canal is built properly Swindon will equal or surpass other towns with canals in its beauty and character.</p> <p>Swindon has a unique position at the hub of the Wilts &amp; Berks, North Wilts system and has the potential to attract hundreds if not thousands of narrow boaters bringing vast sums into the local economy as well as providing a number of permanent jobs.</p> <p>Swindon would become a destination of choice for narrow boat tourists, particularly as it has so many attractions in its surrounds, Uffington White Horse, Avebury , etc.</p> <p>The environment created by the canal in the Eastern villages will make the villages a very desirable place to live . Canals offer recreational and leisure opportunities as well as providing a wildlife corridor. A great place to live!</p>		Points noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
58	Mr J	Gorton	1	I would just like to add a comment regarding the proposed development: The plans show a stretch of "safeguarded" canal route. I presume this means that the stretch will be kept for future restoration by others. The cost of actually restoring this stretch of the canal as part of the development must be pretty small in the overall scheme of things and it seems foolish not to do it as it would undoubtedly enhance the environment and wildlife. If left as a corridor, it could end up as a dumping ground and become a scar across the landscape. This is a great chance to push the restoration forward.		The route is safeguarded in Policy NC3 of the Adopted Local Plan. The Council continues to work in partnership with delivery partners, including the W&BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking and cycling.
59	Mr D	Jarvis	1	There seems to be no provision for funding the canal provision. Surely this should be from a developer contribution or clause 106 money?		The Council continues to work in partnership with delivery partners, including the W&BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process.
59	Mr D	Jarvis	2	There seems to be no open water areas. These are popular for water sports and also as quiet areas of natural beauty in such places as Milton Keynes. They could of course provide water for the canal.		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
60	Mr B	Knight	1	<p>Although there is a lot in this document, I was pleased to see, if my understanding is correct, the inclusion of the route of the derelict Wilts and Berkshire Canal.</p> <p>Having walked many restored Canals before and after restoration , and seen the numbers of like minded people using same I feel that this route should be included in the plan for restoration along with ALL other proposals of building work within the plan.</p> <p>Canals are NOT just for the minority who actually boat the canals.</p> <p>This route goes through a lot of low lying land (and old flood plain) and would enable the ability to reinstate lost drainage,</p> <p>Benefits are for all nature lovers and environmentalists, walkers cyclists, fishermen, a HUGE unrealised potential recreational facility for all where the majority costs of delivery could be absorbed by developers with very little impact on the public purse (for a change)</p> <p>Economically restoration is good for housing, (waterside housing is hugely sought after).</p> <p>Businesses thrive through increased</p>		<p>The route is safeguarded in Policy NC3 of the Adopted Local Plan. The Council continues to work in partnership with delivery partners, including the W&amp;BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking and cycling.</p>

footfall (look at Banbury) and an even greater benefit for small villages and hamlets.

The reasons for reclamation are too numerous to mention all.

I believe if this unique opportunity is missed future generations, will look around other similar restorations and ask, WHY NOT US?

61 Louise Clarkson

1

From experience of what a restored canal has done for the Stroud district, I can say that it has lifted an otherwise run down, neglected part of the region into a positive asset to the community as a whole. Our canal is used now by people taking exercise, getting to work as they feel safer in the area now, as well as wildlife. The area around the canal now is prosperous and really attractive. New businesses have sprung up linked to opportunities the canal has opened up.

Noted. The Council continues to work in partnership with delivery partners, including the W&BCT, to enable delivery of shared infrastructure.



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
61	Louise	Clarkson	2	<p>The property developers alongside our canal paid for the restoration of the canal through land that they were developing in Stroud. The canal-side properties attracted premium prices so the developers re-couped much if not all of their money. All the properties sold quickly as the canal was seen as such a great asset to the area. Come and see for yourselves if you are in any doubt.</p> <p>Could I suggest that you get the developers to restore the Wilts and Berks canal bordering the development area as part of their planning permission? The canal would be an excellent, accessible resource for the whole community to enjoy. Many parts of ours are wheel chair accessible, giving those in wheel chairs the opportunity to enjoy some open green spaces independently in many cases.</p> <p>The canals provide a wild life corridor through urban areas. They also aid flood relief too, providing a good route for channelling excess run-off away from built up areas. We know our canal does that when the locks turn into waterfalls.</p>		Points noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
61	Louise	Clarkson	3	<p>You have a great opportunity here to work with the Wilts and Berks Canals trust and the developers to create something really beautiful and of lasting benefit.</p> <p>Surely this is an opportunity NOT to be missed?</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>
62	Kate	Linnegar	1	<p>I am writing to ask that the new development know as the New Eastern Village has the inclusion of the canal as a compulsory part of the build paid for by the developers. I can see that the proposed canal route has been included on the plans which is good. There are obvious benefits to having the canal but I doubt whether it will be achieved if not during initial construction by the developers. The benefits include creating a wildlife habitat and an increased biodiversity, opportunities for flood relief and drainage, an increase in the value of the properties and most importantly a benefit to the well being and enjoyment of the residents and visitors to the area,</p>		<p>The route is safeguarded in Policy NC3 of the Adopted Local Plan. The Council continues to work in partnership with delivery partners, including the W&amp;BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
63	Mr J	Wood	1	Please re consider the inclusion of the canal development in your proposals of the new development. At this stage the overall cost is minimal compared with the environmental benefits for future residents of the new estate.		The route is safeguarded in Policy NC3 of the Adopted Local Plan. The Council continues to work in partnership with delivery partners, including the W&BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
64	Mr I	Williamson	1	<p>It is very good to see the Wilts and Berks canal as a key part of the proposed development.</p> <p>I have worked on various parts as a volunteer over the last 20+ years and currently live in Semington opposite the junction with the K&amp;A.</p> <p>I think it is essential that the developers should fund the restoration in this key area as many of their customers will derive huge benefits from it being restored fully. The value of the properties they build over looking the restored canal will command higher prices and therefore greater revenue from them. This should be put into the restoration project. Many developments around the canal system have seen this happen.</p> <p>It also ties in very well with the social and health agendas highlighted in the document.</p> <p>I look forward to hearing positive news and seeing the much needed houses built soon.</p>		<p>Support noted. The route is safeguarded in Policy NC3 of the Adopted Local Plan. The Council continues to work in partnership with delivery partners, including the W&amp;BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
65	Mr P	Pickup	1	<p>The following are my comments on this consultation as it relates to the agreed route of the Wilts and Berks Canal through this new development.</p> <ol style="list-style-type: none"> <li>1. I wish to urge Swindon Council to require the Developer and any other organisation concerned to fund the construction and infrastructure of this section of the canal</li> <li>2. Construction of this section of the canal, linking to the existing Wichelstowe section, will represent a great step forwards towards a completed canal.</li> <li>3. It should contribute significantly to making adequate provision for land drainage and flood relief.</li> <li>4. It will enhance recreational and leisure facilities in the area and encourage wildlife.</li> <li>5. It will give great encouragement to the many volunteers who contribute so much of their time and expertise to recreating the canal in its entirety.</li> </ol>		<p>Noted. The route is safeguarded in Policy NC3 of the Adopted Local Plan. The Council continues to work in partnership with delivery partners, including the W&amp;BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
66	Mr J	Andress	1	<p>As a Wiltshire citizen interested in the benefits restored Canals have brought to towns in Wiltshire, particularly the Kennet and Avon Canal, I have read the documents about the New Eastern Villages expecting to see the construction of the planned extension of the Wilts and Berks canal section that was built as part of the Wichelstowe development to be a requirement for the development of the NEV. With all the plant and machinery that will be on site for the development the cost will be much, much less than if it were to be undertaken later as a separate project.</p> <p>You will I feel sure appreciate the benefits that having a canal can bring to the development not only as an attractive feature helping to increase property values, but also providing leisure and exercise activities as well as helping with drainage and flooding control.</p> <p>I am therefore asking you to please incorporate the need to construct this extension of the canal from the Wichelstowe stretch to the farther limits of the NEV.</p>		<p>Noted. The route is safeguarded in Policy NC3 of the Adopted Local Plan. The Council continues to work in partnership with delivery partners, including the W&amp;BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
67	Mr K	Philips	1	<p>Re. New_Eastern_Villages_Draft_Village_Proformas_and_Infrastructure_Requirements__March_2016_</p> <p>I note with relief that, 'The route for the Wilts &amp; Berks Canal will be safeguarded and protected from development (Policy NC3, part d)). Ensure that associated development infrastructure does not prejudice the delivery of the canal'</p> <p>However, I don't think this goes far enough. I believe it should be the developers responsibility to pay for and develop the canal as part of environment and leisure facilities of the Eastern Villages.</p>		<p>Noted. The route is safeguarded in Policy NC3 of the Adopted Local Plan. The Council continues to work in partnership with delivery partners, including the W&amp;BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
67	Mr K	Philips	2	<p>In 'New_Eastern_Villages_Planning_Obligations_Draft_SPD__March_2016_' Appendix B, it says 'The development shall provide ... High quality public realm including outdoor civic space'. This should specifically include a canal with towpath for leisure walkers and cyclists. Such a development would greatly enhance the character of the area, provide leisure and recreational opportunities. Just the existence of such a thing would enhance people's well-being. The mental health and wellbeing benefits of public water spaces is well documented.</p> <p>I was pleased to note, 'The development shall provide ... sports and leisure facilities, including playing pitches, a leisure centre and a 25m swimming pool.' I am a keen swimmer and gym goer myself. But outdoor pursuits, especially walking, which is much more widely accessible regardless of fitness, provides much more health and wellbeing benefits than indoor exercise.</p> <p>I'm not a home owner, but I would think that a canal here would benefit the value of the properties as well.</p>		Points noted.



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
67	Mr K	Philips	3	<p>'New_Eastern_Villages_Planning_Obligations_Draft_SPD__March_2016_' Appendix B, include 'The development shall provide ... development of the Wilts &amp; Berks Canal in this area to make it navigable, and provide canal-side foot and cycle paths that are also accessible to wheelchairs and mobility scooters along its entire length and with good frequent access points.'</p> <p>On this final point I would like to note that I used to push my elderly mother (who I used to care for) along the canal from Kings Hill towards Waitrose. I would like to note failure of the council in this instance to force Waitrose provide a safe accessible route from the canal to the shop. All it would have required is a hundred yards of footpath at a gentle slope from SU 13473 82956 to SU 13403 82981. The current arrangement of climbing the very steep bridge at SU 13651 83222 is in no way accessible. I am strong and fit. Most carers would be stopped at this point and have to turn back.</p>		Points noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
68	Mr K & J	Black	1	<p>It is very pleasing to note that the route of the Wilts and Berks Canal has been included in these proposals.</p> <p>It has been shown that a restored canal has a very beneficial effect on the adjacent area, providing recreational and leisure space for the local community, as well as wildlife habitat.</p> <p>It is vital that provision is made within any development proposals for the funding of the restoration of the canal for the benefit of the community as a whole.</p>		<p>Noted. The route is safeguarded in Policy NC3 of the Adopted Local Plan. The Council continues to work in partnership with delivery partners, including the W&amp;BCT, to enable delivery of shared infrastructure. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
69	Mr K	Fisher	1	<p>Having trawled my way through all the pdf files on the SBC website relevant to this huge new development, I find one key issue stands out for me, and that is the apparent oversight in enabling the development of the canal through the expansion. It is good to see that the route of the canal is protected, but unless its construction is included as part of the NEV infrastructure and funded by the developers, I fear it will forever remain simply as a 'protected route'.</p> <p>I do not understand why the developers are not chomping at the bit to be part of its development. It will for sure increase the value of homes in the area and could form an integral part of the flood relief and drainage strategy that they will have to fund and construct anyway. By completing the canal through the NEV it will provide the area with its own very unique character. In time it will become an area for recreation and leisure whilst creating wonderful wildlife habitats and increasing biodiversity and contributing to the social value this town so needs.</p> <p>Please do not loose this opportunity – it will not come about again. Please think of the future and the bigger picture this section of canal</p>		<p>Point noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
				has for the complete restoration of the Wilts and Berks Canal. Imagine Swindon at the hub of a canal running from Semington to Abingdon and the tourism that could bring. Please think long term!		
70	Mr J	Baxter	1	Congratulations on ensuring that the line of the canal is safeguarded. That is vitally important as this will provide an important local amenity and wildlife corridor that will be well used by those who will live within the proposed village area and the links with the existing canal will help to advance and promote the well supported plans for its eventual re-opening from Semington to Abingdon. Its importance to economic activity for Swindon and its environs in both the short and long term activity cannot be underestimated.		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
70	Mr J	Baxter	2	<p>One of the essential elements of any housing scheme will be the dispersal of the large amount of water that will emanate from the proposed housing both in terms of road surface water and any other drainage. That has to go somewhere so why not make the canal the conduit for all this water - in one fell swoop it provides a further outlet to prevent flooding within the development and it also provides a readily available source of water for the canal to operate. Yes there would have to be safeguards to ensure that the cut itself does not flood but as the canal develops in length, its capacity to disperse the water increases. It would also obviate the need, I would suggest, for the developers to construct underground holding tanks (as has had to happened in other parts of the country where the accumulated water is then released over time) or holding ponds for flood mitigation. Areas thus released can then provide for a slightly higher density of houses, That in turn provides additional income for the developer to offset any additional costs to provide the waterway amenity.</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development. Therefore, the Council are willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
70	Mr J	Baxter	3	<p>I would suggest that developing the canal cut at the same time as the housing provides an additional selling point for those who will live close by. I live close by to the Kennet &amp; Avon Canal in Bradford on Avon and there is no doubt that people are attracted to our estate because the canal is just a few minutes walk away. Indeed if one looks today (April 27)at the local estate agents site for a home near to mine it states "Exceptionally well appointed terraced home enjoying a highly desirable cul-de-sac position within close proximity to the Kennet &amp; Avon Canal, " I firmly believe that the developers who will be associated with the Eastern villages site will sell their homes quicker as a result of providing such an amenity so please ask your planners and councillors to make the complete canal provision with towpath for pedestrians and cyclists an integral part of the development and not a future add-on.</p>		Points noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
71	Mr C N	Barry	1	<p>I have read your SPD in some detail, and would like to record my concern that the Canal does not receive the attention it should. I am a member of the Wilts &amp; Berks Canal Trust, and have also seen the document it has sent out, outlining the significant contribution a new canal can make to the alarming drainage and flood control issues that are bound to affect developments in a flood plain. It particularly points out that even though the developments will be on 'islands', the existence of these will mean a higher water level in flood times than would otherwise have been the case. Nowhere in the SPD do I see this aspect.</p> <p>The Canal offers significant measures to reduce any flooding in the first place. As such it should be integral to the development, and constructed contemporaneously, to take advantage of the benefits it brings, not least as a source of spoil for the proposed islands.</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development. Therefore, the Council is willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
72	Mr N	Lambden	1	<p>I am writing in support of the Wilts &amp; Berks canal being a confirmed part of the New Eastern Villages development.</p> <p>The social, economic and environmental advantages are well established everywhere canals have been restored or developed. They are a very important recreational facility as well.</p> <p>The construction of this section of the canal should definitely be included and funded by the developers as part of their social commitment.</p> <p>There are additional benefits such as flood relief and bio-diversity that make for a compelling case for this to be done.</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>
73	Joan	Branton	1	<p>The Consultation document does not include any funding for the building of the canal.</p> <p>Surely the canal should be included as part of the infrastructure of the New Eastern Villages'</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
75	Mr N	Ritchie	1	<p>I write in support of this development proposal – particularly since the plans also embed a protected route for the Wilts &amp; Berks Canal.</p> <p>This is a once in a lifetime opportunity to have a unique multi-use facility in the centre of a community, at no cost to the Council! I urge Councillors and planners to grasp this opportunity for fully funding the construction and ongoing maintenance of this waterway from the developers own budget.</p> <p>Imaginative use of Section 106 agreements and long term covenants will ensure this community asset becomes a massive community gain, including:</p> <ul style="list-style-type: none"> <li>Surface water drainage</li> <li>Wildlife habitats</li> <li>Leisure uses, including canoeing, walking, cycling, fishing, boating etc.</li> <li>Community wellbeing, with a natural focus on a linear waterway instead of bland areas of ubiquitous grass and urban shrubs.</li> </ul> <p>I urge the Local Authorities to embrace the concept of a fully funded, fully restored waterway as an intrinsic part of this new development.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
76	Mr M	Fuller	1	<p>I was very pleased to see that a protected route for the restored Wilts &amp; Berks Canal is provided in the New Eastern Villages scheme.</p> <p>The canal will be a great asset for the area and judging by the Kennet &amp; Avon canal here in Bradford-on-Avon, will provide for many recreational and leisure activities, be good for wildlife and add a distinctive character to the area.</p> <p>I would think it could also contribute to flood relief and land drainage schemes.</p> <p>My main concern is that its construction and funding should be provided by the developer. I trust this will be the case in any future negotiations.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>
77	Mr M	Monk	1	<p>I would like to voice my support for the development of the Wilts &amp; Berks canal in the proposed development.</p> <p>There are so many advantages – for wildlife, recreational (walking, cycling, canoeing etc.), flood defences and generally enhancing the environment.</p> <p>Quality of life is so important in new developments so that there is more than just buildings.</p>		Support noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
78	Sheila	Wade	1	<p>I am pleased to see that you have included the re-sited line of the Wilts &amp; Berks Canal in your infrastructure plan.</p> <p>As an active volunteer in the waterways movement I am aware, as you must be also, of the value water adds to development (see CRT studies for quantifiable amounts). This is both in terms of property values (between 10% and 25% upwards lift) and in terms of people well being outcomes (physical activity and mental health) and of course environmental outcomes (increased biodiversity, flood water alleviation).</p>		Point noted.
78	Sheila	Wade	2	<p>I was very disappointed to observe however, that no provision has been made within the consultation document to provide, via the planning process, for the inclusion of the costs of constructing the canal. Without the canal being built as part of the development, this large development will be without character, and will lack the benefits and value described above.</p> <p>I am hoping that this oversight will be remedied after the consultation phase, as the costs must be included as an enforceable part of the development plan in order that the proposed canal build will go ahead.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
79	Mr D	Edwards	1	<p>it is exciting to see the proposed Masterplan for the New Eastern Villages infrastructure, and in particular the provision for protecting and re-instating the canal route through the area.</p> <p>Seldom do opportunities like these present themselves, and it is imperative that the construction of the canal is included in the development as it will then blend seamlessly into the rest of the scheme.</p>		Point noted.
79	Mr D	Edwards	2	<p>It would also be of great financial benefit if the developer can incorporate the construction of the canal within their remit. It has been shown in many parts of the country that canal side developments attract a premium, not only because of their scenic value, but with the additional benefits enjoyed by local inhabitants who use the canal towpath for walking, cycling, fishing etc. Wildlife also thrives in the canalised environment, so it really is a win win situation.</p>		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
79	Mr D	Edwards	3	<p>I understand from studies made in my own area that canal side developments also attract investment in local services (shops, restaurants, leisure services) all of which helps to boost the local economy. As a regular canal boater, my wife and I target areas where regeneration has taken place as they so often provide much enjoyment. It is heart-warming to see the large increase in the use of the canal for recreation, not just for boaters, but local inhabitants too.</p> <p>I do therefore urge you to include the provision of the canal in your development proposals, and we can then look forward to Swindon being re-connected to the canal system which would then provide a number of additional cruising routes connecting the Kennet &amp; Avon canal and the River Thames.</p>		Point noted.
80	Mr P	Henden	1	<p>Have had a look at the documents and they come across as quite impressive !</p> <p>I have a particular interest in waterways. Water is so beneficial, not only is a necessity for basic living but it also brings vast environmental benefits. So it is good to see that the Wilts &amp; Berks Canal has been included in the master plan.</p>		Noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
80	Mr P	Henden	2	<p>However, there does seem to be one major over-sight – funding inclusion for restoration of the canal !</p> <p>So, I would urge you to do all that you can to bring home to Swindon BC this short-coming. I really feel that the restoration and associated construction should be included as part of the New Eastern Villages infrastructure programme and funded by the developers. After all, it is well known that the presence of a canal close to property significantly enhances their values and I see no reason why this should not be the case here.</p> <p>Other benefits of the canal that come to mind are that of leisure and recreational and assets, thereby significantly enhancing users' state of mind .... all important in these health conscious times.</p> <p>Furthermore, the canal will produce wildlife habitats and help to develop biodiversity.</p> <p>There has been an increasing focus in recent years in relation to water management. A re-vitalised canal could be a very useful tool in this respect both for land drainage and flooding relief.</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
81	Lorna	Friis	1	<p>Whilst it is really great to see that protection of the canal corridor has been included in the plans, there does not appear to be any inclusion of restoration, leisure space, flood mitigation or green (biodiversity) space development using the historic canal site on the plans. It would seem to be highly beneficial to any new development to have a canal in close proximity (and one which could provide leisure routes and facilities to join up the Wilts, Berks and Kennet and Avon routes). Indeed, in the past, similar sites have shown an increase in property value, through canal renovation. Additionally, while 'flood mitigation' has been mentioned throughout the document, further details of how this will be managed are not included. Although maybe not the most obvious choice to everyone, the added benefit of potential flood mitigation and leisure provision that the canal restoration could bring would make the site more convincing for housing redevelopment.</p> <p>I would like to suggest that both funding and restoration/construction of the canal corridor is included as part of the redevelopment plans for this site.</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

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82	Eunice	Salmon	1	<p>I have been a member of the Wilts &amp; Berks Canal Trust for many years and was delighted to hear from them that the protected canal route has been included as part of the New Eastern Villages infrastructure.</p> <ul style="list-style-type: none"> <li>• My family and I really enjoy using the canals and their associated towpaths for leisure and recreational purposes.</li> <li>• Canals add a slow and calming dimension to an area which I know from personal experience has benefitted my mental and physical healthy and well-being. (The area around the Waitrose store is much more attractive because of its proximity to the canal)</li> <li>• We have been fortunate enough to enjoy canal boating holidays in this country and abroad and have specifically travelled to some areas only because of their canal side location so the construction of the canal can only bring economic benefits to an area.</li> <li>• We long to own a canal side property and would actively seek to find one locally should this unique opportunity arise.</li> <li>• I also see the wider benefits of canals such as the creation of new</li> </ul>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>



wildlife habitats resulting in greater biodiversity and understand that they can contribute to drainage/flood relief schemes too.

To this end I feel very strongly that the construction of the canal should go ahead and that it should be funded by the developers.

I sincerely hope that this fantastic and unique opportunity is not overlooked. Please GO FOR IT!

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
83	Mr D	Maloney	1	<p>I shop and socialise in Swindon and was surprised to hear that the Wilt &amp; Berks is not being considered as part of the development. What a missed opportunity this would be. I see the Wilts &amp; Berks progressing on the outskirts of Chippenham and the difference it has made not only to walkers and cyclists ( who enjoy the route and the fresh air and the opportunity to exercise safely) but also to the wildlife due to the added habitat and increased bio diversity. Kingfishers and bats are often see along this length.</p> <p>Its a great opportunity for Swindon folk to get an amenity paid for by developers and not the local tax payers, it will of course add land drainage and flood relief opportunities and increase the character of the area.</p> <p>Please don't miss this opportunity to add such a valuable asset at virtually no cost to the council or the local population.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

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84	Mr C	Arch	1	The construction of the canal must be part of the New Eastern Village infrastructure, funded by the developers. Canals have the effect of lifting areas as opposed to lowering them. Property prices will be enhanced and there will be a very positive effect on wild life. My partner and I with my sister and brother-in-law are enthusiastic cruisers and we have cruised parts of many canals. I hope – some day – to cruise through Swindon.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
85	Dawn	Dimmer	1	<p>I am delighted that the council are planning to safeguard and protect the canal from development but am hoping that the next edition of the consultation process will be a little more specific on who will be responsible for the funding of the provision of the canal. Surely this should be the developers?</p> <p>I would like to think that SBC will learn from their involvement at Wichelstowe.</p> <p>The council and/or the developers learned far too late that properties along the canal are worth a higher premium than was anticipated. As a result I hope the council will get a higher fee from the future/agreed development company (for the benefit of Swindon tax payers) and insist the developers PAY for the inclusion of the canal, considering the huge profit they are likely to make on the project. They have the knowledge now, that if they build houses on both sides of the canal, it will make them a lot of money (and they should not fill the properties with 'affordable or social' housing, as they did at Wichelstowe). Surely if people pay a premium for their home they will be more likely to look after their local area and will not allow it to be spoiled?</p>		<p>Support noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
85	Dawn	Dimmer	2	The canal will offer a distinctive character for the New Eastern Villages and additionally offers opportunities for flood relief and land drainage. By building the canal into the future plans for the area can any help to maximise both recreational and leisure assets, thereby improving people's well-being too. It will additionally, of course, create wildlife habitats and increase biodiversity.		Points noted.
86	Mr E	Thomas	1	I am very pleased to see that the protected route of the canal has been included in the Master Plan, the evidence based route essentially following an amalgam of the long established route in the Scott Wilson Canal Feasibility Report of 1998 and the later studies by Halcrow Consultants. This route has recently been developed in greater detail by the voluntary professional engineers of the Engineering Committee of the Wilts & Berks Canal Trust to include both vertical and horizontal canal alignments together with suggested sites for flood retention ponds from which de-silted water can be diverted in a controlled fashion to feed the canal.		Points noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
86	Mr E	Thomas	2	It is logical for the canal to be included and integrated fully into the New Eastern Development infrastructure in order to enhance the development (eg canal side housing and public access to canal) as the canal bounds much of the perimeter of the housing development islands. It is also essential that the flood retention ponds (doubling for feeding the canal) are built as part of an integrated overall plan to handle the overall flood flows as I doubt that the SUDS systems being incorporated within the housing islands will not be sufficient in themselves to handle the flooding in the River Cole sub-basin, of which the NED is an important part.		Points noted.
86	Mr E	Thomas	3	The canal and flood retention ponds should be funded by the developers in the same way as the successful system in Wichelstowe, the canal offering opportunities for integrated flood relief and land drainage. Also their excavation will realise an excess in "cut" over "fill" which will be useful for raising the housing development above flood level.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
86	Mr E	Thomas	4	The canal in the NEV will form part of the planned redeveloped 100km long Wilts and Berks Canal connecting directly into/around the Coate Water Country Park to the west and the Vale of the White Horse to the east. It is essential that every opportunity for connectivity is taken. The Trust's Consultants have over the last 15years undertaken several high level feasibility and water resources studies which have confirmed the wide ranging opportunities for progressively developing the canal for navigation, public access and wildlife corridor, by maximising the use of both developers and volunteers (W&BCT has over 2,500Members).		Points noted.
87	Judy	Drinkwater	1	Developers should be encouraged or even enforced to fund the canal construction as they will benefit from the enhanced environment near their houses and this will be reflected in the prices they obtain.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
88	Mr D	Hunt	1	In order for this project to succeed the Wilts & Berks Canal is vital and should be funded by the developers.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

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89	Mr J	Davison	1	<p>In the plan you mention the canal. My experience (a few years ago with British Waterways on canal side development) is that canal side properties sell at a premium price. It is also documented by others that a canal corridor enhances biodiversity. The line of the canal is also generally attractive to walkers and leisure cyclists. Exercise and good health is a welcome feature.</p> <p>On biodiversity, you could work with developers to accommodate wildlife. At British Waterways this was something that was considered important. In the case of the Eastern Villages, particularly any three storey buildings could include bricks for swifts <a href="http://www.swift-conservation.org.uk">www.swift-conservation.org.uk</a></p>		Points noted.



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
90	Mr T & D	Jones	1	<p>We are pleased to see that a route for the Wilts and Berks Canal is protected in the plans for the New Eastern Villages but strongly feel that the canal's construction must be included in the infrastructure, funded by the developers. Construction at the same time as the rest of the infrastructure would give the opportunity to dispose of excavated material within landscaping bunds etc. and avoid the considerable disruption of construction at a later date. A completed canal would provide excellent recreational opportunities for local people and improve their well being while giving the new villages a distinctive character. A working canal would also offer opportunities for land drainage, create new wildlife habitats and increase biodiversity.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

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91	Mr M	Spelman	1	<p>I do not live in Swindon but visit regularly to enjoy the stunning local countryside, villages, wildlife and towns. I was delighted to note that the planned Development incorporates provision to maintain the line of the old Wilts and Berks canal.</p> <p>As proposed this will ensure an invaluable continuous strip of greenery providing opportunities for exercise and leisure for the new residents; in addition, it will I trust provide a long distance footpath for visitors linking with the towpath of the former Wilts and Berks canal as this is progressively restored.</p> <p>Much better to take this opportunity to restore the canal to its original stat. There should be relatively little extra funding implications with partial funding from the developers, reflecting the premium value of waterside development sites.. Further funding, if needed, may be available from external agencies, including heritage Trusts, the canal volunteers and the general public.</p>		<p>Point noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
91	Mr M	Spelman	2	<p>A restored canal would have many benefits, including</p> <ul style="list-style-type: none"> <li>- a reclaimed historical heritage that fits well with Swindon's more famous railway heritage</li> <li>- create opportunities for boating, cycling, walking and fishing leisure activities</li> <li>- provide a picturesque linear park and path for recreation</li> <li>- become a valuable section of a long distance path when linked up to other sections of the Wilts &amp; Berks canal route</li> <li>- offer huge environmental benefits for water plants and wildlife and wetland creatures</li> <li>- provide practical educational opportunities for local schools and youth- not only for its historical relevance, but also giving opportunities for local schools/communities to become involved in reconstruction and maintenance -giving options in water transmission, and in land drainage and flood prevention: a canal can become a temporary storage place for large volumes of water in times of storms and flooding.</li> <li>- provides locations for waterside housing and commercial developments. These are much sought after and such</li> </ul>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No Title and Initial Surname

Comment No Justification

Proposed changes

Officer response

properties attract a substantial premium over other locations. This premium will be the source of much of the funding provided by developers

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
91	Mr M	Spelman	3	<p>Such an attractive feature can be created with need for little on-going funding by obtaining commitment from the Wilts and Berks Canal Restoration Trust to be responsible for day-to-day maintenance once the restoration work is complete- many voluntary Railway and Canal Trusts have shown themselves well able to shoulder these responsibilities</p> <p>Swindon can benefit further by negotiating that the Wilts and Berks Canal Trust prioritises the restoration of long distance footpaths and canal on stretches adjacent to the East Towns canal restoration- thus ensuring a considerably longer stretch of access and leisure pathway and waterway than just the length through the East Villages Development area itself.</p> <p>All these works are most easily and cheaply carried out, and with least disruption to local communities, if they are carried out at the same time as the East Villages are developed.</p> <p>For all these reasons, I urge that the Development plan includes full restoration of the Canal from the beginning</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

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92	Mr M	Knight	1	<p>It is good to see that the Swindon Borough Council Consultation on New Eastern Villages designates the Wilts &amp; Berks canal route as a Green Corridor, but why not include for the developers of the area to actually construct the canal.</p> <p>This would enhance the whole area and provide an income for the Swindon area.</p> <p>Also this land is fairly low lying so the canal would provide flood relief. Birmingham redeveloped their canal area and now have a canal centre visited by many people bringing prosperity to the area , so why not Swindon.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

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93	Mr R	O'Hanlon	1	<p>I am responding to this consultation document, particularly in respect of the rebuilding of the Wilts &amp; Berks Canal through, and alongside, the proposed development.</p> <p>I am delighted to note that the protected canal route has been included in the proposals.</p> <p>What concerns me is that there appears to be no mechanism for providing a funding stream to make sure it happens! In my view, the canal should form one part of the infrastructure of the whole development.</p> <p>The canal</p> <p>1 will provide opportunities for land drainage and flood relief</p> <p>2 will enhance the particular character of the new developments</p> <p>3 will create leisure and recreational opportunities</p> <p>4 will create wildlife habitats and help to encourage biodiversity</p> <p>I short I believe that the canal should be an integral part of the development and that it will benefit the whole of the Eastern Village's</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				area. Its construction should therefore be funded by those benefitting from its presence i.e. the developers, and planning consent for development should be conditional on providing funding for its rebuilding.		
94	Mr J	Webb	1	As a retired Construction Professional, a Chartered Quantity Surveyor I would make the point that dealing with the canal construction as part of the enabling infrastructure is far more economical than trying to construct it retrospectively. As to construction costs I am mindful of it being a fact that developments benefiting from a waterway, particularly a canal which will help to alleviate flooding rather than to contribute to it as some rivers do, carries a premium often quoted as circa plus 20%. This surely underlines the fact that the canals construction costs should be met by the developers of the private sector housing. They will benefit from enhanced value so it is surely only right that they should finance the costs required so as to reap this benefit.		Point noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.



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94	Mr J	Webb	2	<p>I remain firmly of the view that when built the canal through the Eastern Villages will represent something special and will be much valued by the residents both now and in the future. Well done Swindon for taking an enlightened and forward thinking approach to the contribution that new or should I say restored canals/waterways can make in terms of benefits to the wider community. I recall the same debate when our wonderful Kennet and Avon Canal was being restored. Look what a financial and environmental benefit that has turned out to be.</p>		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
95	Mr C	Evans	1	<p>I note from the Swindon Borough Council Consultation on the New Eastern Villages that it contains a proposal to include a canal route through the New Village area. This is a very welcome proposal as it will represent yet another forward step in reinstating the much needed canal link between the Thames and the Kennet &amp; Avon canal.</p> <p>The canal link from the Thames to the Kennet &amp; Avon canal will establish a much needed 'ring' for Southern England and the Borough must be strong in supporting this aim. Equally whilst the provision of additional housing is important there must be a moral element to such development i.e. construction of works which will provide an enhancement to a wider audience. To this end the Council must ensure that any developer takes responsibility for the construction of the section of the canal, identified in the Consultation document, as pre-requisite to any development approval.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

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95	Mr C	Evans	2	<p>Canals that have been restored across the UK have provided many benefits and not just for boaters:</p> <ol style="list-style-type: none"> <li>1. Canals provide a green corridor which are not only beneficial to wildlife, biodiversity and the ecology of the area but also of considerable benefit to walkers, cyclists, fishermen and other outdoor activity enthusiasts.</li> <li>2. Canals assist in water management and flood alleviation.</li> <li>3. A canal will enhance the atmosphere of the new development and provide a boost to the general feeling of well-being of the new residents.</li> <li>4. Where canals have been reinstated there has been an a measurable increase in tourist activity with an increase in associated jobs, facilities and trade.</li> </ol> <p>This single stretch of canal development cannot do this for Swindon in isolation in the short term, but as an important part of the overall reinstatement of the canal these benefits will accrue in the future if the opportunity is grasped now.</p>		Points noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
96	Mr I	Burns	1	Having read the document I am pleased to the reference in Appendix A for the route for the proposed Wilts & Berks Canal restoration is to be safeguarded. However I would argue that this provision should be extended to an explicit requirement for the developers to either construct or fund the construction of the canal as part of the overall infrastructure requirements.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
96	Mr I	Burns	2	<p>Residential sites overlooking rivers, canals &amp; other water features are now considered highly desirable, with a consequent increase in property value. Additionally canals are now popular locations for many forms of informal recreation, both on the water and alongside it. They can also assist in the provision of flood relief and land drainage requirements (which is another requirement of the NEV SPD). There would therefore be considerable public benefit to residents of the NEV scheme and the wider public from the inclusion of the construction of the canal in the planning obligations. The Council is, of course, well aware of the benefits that have accrued from the construction of the canal in the development to the south-west of the town, and similar benefits would accrue from the canal's continued construction to the south-east/east of Swindon.</p> <p>I therefore request that a specific reference to the construction of the canal be included in the table at para 4.19 of the draft SPD.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
97	Valerie	Scatchard	1	There is no provision for the funding of the building of the canal or its infrastructure. The line of the canal has long been protected for such an eventuality as this, but in order to achieve the objectives of providing a 'green corridor', thereby creating wildlife habitats and increasing biodiversity, and recreational and leisure facilities, not only for the new residents of the villages, but for Swindon, the building of this section of the canal should be an enforceable part of the infrastructure by the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
97	Valerie	Scatchard	2	<p>The newly constructed section of the canal would also provide an opportunity to aid flood relief and land drainage.</p> <p>Placing the canal at the heart of this development would enhance it and help create a more distinctive character for residents and visitors alike.</p>		Points noted. The Council are willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
98	Mr R	Locke	1	<p>What an opportunity for the NEV scheme to include the section of the reconstructed Wilts &amp; Berks Canal (d, p19).</p> <p>This will enhance the aims of the SPD in many ways, including: The Walking and Cycling network (b, p17) and The provision of Wildlife Habitat and increased Bio-Diversity (b, p18)</p> <p>The Canal will provide Distinctive Character for the NEV and hence increase likely house prices. Thus the whole of the Canal section through the NEV should be funded by the developers, who will surely benefit financially from the Canal project.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
99	Mr B	Smith	1	<p>I am pleased this plan includes protection of the canal route, however I feel construction of the canal should be part of the plan . This should be funded by the developers ( as it has been shown in other areas that this enhances property values ) The canal would also help to provide flood relief and land drainage , as well as enhanced biodiversity and nature habitats. The canal would provide a leisure amenity and a unique character to the Eastern villages.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
100	Mr G & B	Smith	1	<p>May I start with praise for the Council for including within its suggestions a protected route for the Wiltshire &amp; Berkshire Canal?</p> <p>However, this is, in my humble opinion, woefully insufficient, since it introduces an interval of time between the villages' construction and the waterway's restoration during which advantage can be taken by those selfish amongst us that would profit from building on the canal line at some later opportune moment.</p> <p>As evidence, I point to the very near crippling of the Lichfield &amp; Hatherton Canals' restoration from various directions from various 'interests'. The M6 Toll, road and housing schemes, HS2, to name a</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>
100	Mr G & B	Smith	2	<p>There is a monetary factor here, too, in that, for example, how much more costly to the nation will it be to re-construct the waterway within a thin narrow corridor left to the canal than when undertaken as a small adjunct to the major developments.</p>		<p>Point noted.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
100	Mr G & B	Smith	3	<p>The result would bring with it a wonderful opportunity for a 'canal-side living' type of character to what might otherwise be a bland, 'rabbit's hutch' type of development, not improved by their multiplication.</p> <p>In addition to improving people's well-being, inclusive recreational and leisure activities would energise the new communities and improve the net wildlife costs of the development by introducing waterway friendly animal diversity.</p> <p>The developers receive a 'property uplift' as reward for their investments, as will businesses in the vicinity, no doubt, adding to their numbers, in the process.</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
101	Mr P & J	Shannon	1	<p>My wife &amp; I were very encouraged to see that the canal route had been secured in the plans for Eastern Villages but disappointed that an opportunity seemed to have been missed to commit the developer to add funding to this area which will have such an enormous benefit both to the market value of the homes and to the general contribution to the area. Swindon has struggled over the years to identify itself as an exciting, vibrant place in the middle of the most glorious belt of countryside. The opportunity of the canal redevelopment gives a focus and presence to this but it will only work if all those involved have a stake in it and a commitment to taking it forward.</p> <p>We would urge you to include canal funding in the developer specification</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
102	Mr G	Fox	1	<p>Consider:</p> <p>☒ building the canal is not included in the development approval, it will need to be built later, at greatly increased cost, and huge disruption to the community. The cost will fall on the Trust, local governments, or the charitable grant entities, instead on the main beneficiary, the developers. The disruption will come from moving thousands of cubic metres of dirt through the Villages after construction of the community has been completed.</p> <p>☒ the bridges are not built by the developer, street levels will need to be changed after they have been built, and all sorts of utility disruptions may be encountered.</p> <p>☒ the canal right of way is left as a green space, it will need to be planted and maintained, wasting funds that could have been used to build the canal.</p> <p>☒ Even worse, if the canal site is landscaped, removing the landscaping at a later date may be considered a negative impact, requiring mitigation and fauna protection.</p> <p>☒ The canal will inevitably become</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				<p>part of the storm water drainage system, and possibly a flood water storage site. These benefits cannot be achieved if the canal is deferred.</p> <p>As an amenity, the canal will add greatly to the value of the development, for both those who use it, and those who simply look at it or like to know it's there. An opportunity for the developer to "give back" for the privilege of developing this community.</p> <p>It will attract wildlife and helps create a sense of place and interest in the community. Along the canal, each season has it's special features and educational opportunities. Youth groups, such as the Scouts can include activities like canoeing and fishing in their offerings..</p> <p>The canal will be just as much a part of this development as the more commonly found amenities such as parking, landscaping and public buildings.</p>		
103	Mr M	Doble	1	<p>We are glad to see that the protected canal route has been included, but feel that the construction of the canal must be included as part of the New Eastern Villages infrastructure. As such, the canal should be funded by the developers.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
104	Miss B	Hollman	1	<p>I am writing to comment on the plans for the New Eastern Villages. In my opinion, these impressive proposals are missing a vital element - an obligation to develop the canal as part of the infrastructure of the development. The developers must fund the development of the canal. Indeed, it would be in their own self-interest to do this as it will enhance the value of the housing development.</p> <p>Canal restoration projects have been phenomenally successful elsewhere and this can be replicated for the Eastern Villages. Canals bring many benefits including recreation and leisure and habitat creation for wildlife. A canal will act as a focal point for the local community, enhancing the landscape and the built environment. It should be part of the infrastructure of the development. A canal may also help with flood relief and drainage, if this is an issue for this development.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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105	Mr M	Jarvis	1	<p>Just a short email to say it is very good to see that the above development has recognised the importance of the canal in the overall master plan of the area. This is important as it will offer a lot of space for both wildlife, flora and fauna as well as for leisure purposes.</p> <p>However, I think it should be funded by the developers as we have seen that a premium price can be charged in areas with such an amenity and feature. It will also add a unique aspect to the area as we have seen in both Wichelstowe and East</p>		<p>Support noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
106	Mr G	Charlton	1	<p>May I start by congratulating Swindon Council on trying to push ahead with a major house building programme. This country, and Wiltshire is no different, desperately needs more housing, and the best time to incorporate some really good features for the well-being of the new residents, such as a canal, is before the building starts. I appreciate that costs are always a nightmare, but if the work is done before a start is made on the houses themselves, then while the developers have the major pieces of earth moving equipment on site, the costs are minimised. And spread over 8000 houses, the cost per house is really small.</p>		<p>Support noted.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
107	Juanita	Poulton	1	<p>I am very pleased to see that the proposed canal line behind the Eastern Villages has been included in the plans and is thus protected. However, the costs of such a project would be beyond the fund-raising abilities of the Wilts &amp; Berks Canal Trust. Similarly, Swindon Borough Council is under financial pressures. The solution must lie in incorporating the construction of the canal in the contract for the construction of the New Eastern Villages. I recommend that Swindon Borough Council should establish a Section 106 Agreement with the prospective developer of the NEV sites. This way the housing developments and the canal construction will be co-ordinated from the outset, thereby enhancing the appeal of the new residential areas to potential buyers.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
108	Mr B	Singleton	1	<p>I am concerned to see that the NEV Consultation document does not make provision for the development to provide for the funding of the restoration of the section of the Wilts and Berks canal within its bounds.</p> <p>Canal restoration brings a great many advantages in terms of wildlife protection and enhancement, land drainage, leisure and business opportunities, and improvements to property values.</p> <p>I urge to you to ensure that any built development along the course of the canal route is required to include funding for the restoration of the canal, both for the wider benefits of the canal, and for the specific value it will add to the development.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV.</p> <p>However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
109	Mr T	Peacock	1	<p>I am writing to urge you to include the restoration of the Wilts &amp; Berks canal section located along the edge of the Eastern Villages development in the developer's requirements for being allowed to proceed this development.</p> <p>The canal will add to the quality of life for people in the area; it will enhance leisure facilities and provide an excellent habitat and focus for all sorts of environmental and ecological sustainability.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV.</p> <p>However, the Council cannot enforce delivery through the planning process.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
110	Mr J	Dodwell	1	<p>I'm pleased that there is mention of the Wilts &amp; Berks Canal and that the line of the canal is shown as a green corridor.</p> <p>However, without the Council willing the means to fund the works, there will be a risk, I fear, of the proposed canal being just an idea.</p> <p>In other parts of the country - e.g. Droitwich in Worcestershire - developers were required under what were then S 106 agreements to make a contribution to canal restoration.</p> <p>One reason they did so because they recognised the uplift in property values that can come from waterside property development. In some cases , this can be 20%. As it is the developer who can benefit by selling the houses at a higher price, it makes sense that the developer should pay for the resultant higher prices.</p>		<p>Point noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
110	Mr J	Dodwell	2	Another reason is that new developments bring with them flood relief/drainage problems to be resolved. Often, this can be done by draining (with suitable "traps" to catch the silt) the water into the Canal. This saves the developer having to make payments to connect to main drains of the local drainage authority. Indeed, since the Olympic site in London was created, annual payments are made to the canal authority for the right to drain. This should be done here and so provide an annual income for the Wilts & Berks Canal, helping to make it financially sustainable. Instead of householders paying the local water company for drainage, they would pay the canal owners.		Point noted.
111	Janet	Bremner	1	I am delighted to see that the protected canal route has been included, however it is really important that the construction of the canal is also included as part of the New Eastern Villages Infrastructure and that funding is provided for it by the developers and I would urge you to include this requirement in the final agreement.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
111	Janet	Bremner	2	<p>The benefits of a working canal to any community are huge. The economic benefits of canal developments are well known and well documented. Canals are a magnet not only for boat users, but also walkers and cyclists. They appeal to all ages. They are a wonderful recreational facility, helping encourage residents and visitors to exercise and contributing to their wellbeing. They are home for a variety of wildlife which adds interest to the area and benefits the environment as a whole. They enhance the appearance of an area, give it its own character and improve property values.</p> <p>A working canal in this development would have such a huge, positive impact in so many ways, I urge you to do all you can to make it a reality.</p>		Points noted.
113	Mr R	Dewey	1	<p>It is clear from my experience that a restored/new canal has the potential to bring huge benefits to an area and I urge you and your council to grasp the opportunity with both hands and require developers to build the new canal through the new development area.</p>		Support noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
114	M L	Savage	1	I am writing to request that SBC includes, in the NEV consultation document, a requirement that the development proposals must include provision for adequate and appropriate funding for building the extension of the W&B Canal to link with that which was required of, and built by, the developers at Wichelstowe.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
114	M L	Savage	2	<p>As a resident of Wanborough and this Borough, I have a number of very specific reasons for requesting this requirement, as set out below:</p> <ol style="list-style-type: none"> <li>1. The vital need for additional flood prevention/relief and land drainage that will be required by this very substantial area of development</li> <li>2. The environmental and wildlife benefit the canal will bring with its biodiversity as a nature corridor.</li> <li>3. The value to property in the NEV (attractiveness of the location enhanced by the presence of the canal)</li> <li>4. A boundary that will maintain the distinct character of the village of Wanborough</li> <li>5. An excellent social and leisure facility for the benefit of all residents of the Borough and a sound business investment from the tourism potential that the canal will bring</li> </ol>		Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
115	Mr C	Harmer	1	<p>In parallel with any housing development, it is important to plan for services such as schools, shops, doctors, etc., and also leisure and recreation facilities.</p> <p>With recreation, leisure and the natural environment in mind, I feel you ought to consider a substantial tranche of section 106 money to the Wilts and Berks Canal Trust for the regeneration of an important link in the canals network which would also put Swindon on the canals map. Studies commissioned by Stroud District Council predict many millions of pounds per annum of tourism money coming into the Stroud Valleys once the refurbishment of the Stroud water canal is complete – it is already well on its way. The prediction is that the income benefit over time will well exceed the regeneration outlay, and you might like to discuss this with SDC. But please consider the Wilts and Berks.</p>		Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
116	Jennifer	Smith	1	From a general point of view I should say that the plan does meet all those areas which are considered important - I feel that a canal in the area will take away surplus water thus reducing flood risk - I don't know whether this is a flood prone area. To me perhaps the most important is the wildlife habitat it will provide (you might get otters who knows). I should say that when they completed the Wey Navigational Canal to Basingstoke it brought a lot of prosperity to the area - those tourists on the boats like going to the pubs and spend money in the local shops.		Points noted. The safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
117	Mr A	Norris	1	Whilst appreciating that the protected line of the canal has been included there are a multitude of good reasons to include a fully restored canal, built in the early stages and funded by the developers whilst construction equipment is on site, and as a condition of the planning approval.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
117	Mr A	Norris	2	<p>The canal will go a long way to provide a flood prevention and land drainage scheme in an area that is low lying and historically prone to flooding.</p> <p>The canal will greatly enhance the whole area and any development alongside the canal will command great views and thus be more desirable and fetch a premium! (Thus the developers can afford to fund a fully restored canal)</p> <p>If correctly planned and made wide enough in places the whole canal corridor will provide a recreational area, parkland and a wildlife habitat. It will also provide a wide buffer zone between the eastern expansion and the adjoining rural villages of Shrivenham, Bourton, Bishopstone, Wanborough etc. (some where there is great opposition towards the expansion)</p> <p>Once constructed the canal itself, the canal corridor and the surrounding recreational and wildlife areas should be offered, in parts, free to interested organisations to continue their use/upkeep/development and preservation thus removing any long term commitment/burden/expense on the developers. (Suggest - Canal and River Trust, Wilts &amp; Berks Canal</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Trust, Wiltshire Wildlife Trust, Swindon BC, Parish Councils, RSPB, Woodland Trust, etc.! (There must be many more!)

The restored canal will greatly improve the environment in so many ways, enhancing the lives of all who live, work and travel there not just those who use the canal itself as a mode of transport/leisure! And the natural green environment will greatly increase bio-diversity within the area.



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
118	Mr H	Sullivan	1	<p>I have seen the proposal for the Eastern Villages developments and I would like to say that I am very pleased that the proposal incorporates the protected canal route which is very important for the future protection of Swindon's rural recreational and wildlife environment.</p> <p>I have seen the proposal for the Eastern Villages developments and I would like to say that I am very pleased that the proposal incorporates the protected canal route which is very important for the future protection of Swindon's rural recreational and wildlife environment.</p> <p>This development gives Swindon the opportunity to carry out the restoration of this important and historical part of Swindon's heritage for the future use and enjoyment of the growing population in this area.</p> <p>The healthy environment that the canal will create will encourage many outdoor activities including walking, cycling, wildlife watching and many others. This environment will provide excellent long term recreational opportunities to improve the well-being of the population in this area and for the whole of Swindon.</p>		Support noted.

The provision of the recreational facilities will make this a “sought after” area to live and visit which, in turn, will create more business, community and recreational opportunities.

Similarly to the excellent developments of the canal, ponds and other waterways at Wichelstowe, this is now an opportunity to incorporate the construction of the canal as part of the developers contribution to the overall ecosystems that supports the housing development. As such this work can be funded by the developer as part of this commitment.

The incorporation of the canal development into an overall “water management infrastructure” will also provide opportunities for the developers to create the essential drainage and flood relief features at the same time.

I look forward to enjoying the recreational activities that the canal will bring to Swindon and Wiltshire as party of this development.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
119	Mr C	Brampton	1	I would like to comment by saying I feel the canal will be of huge importance to the community. Canals offer a drainage solution and breathe life into existing communities. I feel this should be funded by the council and hope that the canal will form an integral part of your consultation policy.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
120	Mr P	Wood	1	I am responding to the consultation regarding possible funding for restoration of the canal in the Swindon area. I would like to add my support for such a venture .The benefits to restoring a waterway are numerous from creating wildlife habitats, angling ,walking ,picnic areas, and from my perspective opportunities for boating and also canal towpaths being fairly level they are very accessible for people with mobility problems.		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
121	Heather	Stuart	1	<p>I have become aware of a possible canal route through eastern villages in Swindon and wanted to express my enthusiasm for the project. I understand that you are in deliberation as to whether to go ahead with plans and would like to assure you that, as a now frequent visitor to the Swindon area, I would be all for it.</p> <p>We have no such attraction as a canal where I live and can confidently write that a stroll or a boat trip along a canal would be very appealing for tourists visiting the area.</p>		Support noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
122	Anne	Farrow	1	<p>I was quite shocked to see that, although the Wilts and Berks canal route was protected, there is no obligation for the developers to actually build it like there was for Wichelstowe. While the building is taking place, this will be an ideal opportunity to get that part of the canal built and like Wichelstowe will add a lovely feature to the development. Putting the canal in at a later stage would be disruption for the people living there and much more expensive. I know a lot of people who live in Wichelstowe and they are all very positive about the canal in their village.</p> <p>I also thought it was Council policy when developing land along the route of the canal to ensure the building of it was part of that development project.</p> <p>I do hope that you will reconsider not requiring the developer for the Eastern villages to build the canal too.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
123	Mr G	Knapp	1	<p>The incorporation and construction by the developer into the plans of the Wilts and Berks Canal through the new proposed village.</p> <p>This will add a nature corridor which could also be used for leisure of walking, cycling , fishing and boating.</p> <p>Historically the canals have proved positive for local residents and increase in property attraction and value.</p> <p>The canal will also act as flood relief and drainage.</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p> <p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore, the Council are willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
124	Mr I	Jackson	1	<p>With the restoration of the former Wilts &amp; Berks Canal gaining momentum in the Swindon locality it is very good to see that the canal route has been protected.</p> <p>When fully restored the Canal has the potential to become an important tourism artery between the South Midlands &amp; South East England and Bath &amp; the South West adding significant tourism income not only to Swindon itself but to communities in the surrounding areas through which the canal passes. In the short term a fully restored Canal as opposed to the green canal corridor would bring significant benefits linking as it would with the existing Wichelstowe restored length.</p> <p>Full restoration of the Canal by the Developers would be relatively inexpensive as an integral part of constructing the infrastructure of the proposed development. It would give a much needed impetus to further restoration of the Canal either side of Swindon. Likewise the developer would benefit from property uplift by creating recreational and leisure assets combined with significant additional biodiversity.</p>		<p>Point noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
125	Brenda	Farrow	1	Although there will be an increased cost for the development by including the canal at this stage, there would be significant savings by including the canal as part of the development rather than a later add on. House prices adjacent to canals and waterways gain a considerable up lift in price as the area will be more desirable to live in. Bearing this in mind, surely the developers should fund the whole canal?		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
125	Brenda	Farrow	2	<p>Flooding</p> <p>The Eastern Villages development is largely on a flood plain. There have been several instances around Swindon and elsewhere in recent years where flooding has caused very significant damage. With global warming, increased rainfall is expected thereby increasing flood risk. It is therefore essential that the new development is planned and developed with the flood risks addressed.</p> <p>A canal provides a ready mechanism of reducing flood risk and so the canal should form an integral part of the development not as an after project.</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore, the Council are willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
125	Brenda	Farrow	3	<p>Canals are the most used recreational resource in the country with over 95% of users - they are used for walking, fishing, cycling, wild life watching etc. Having the canal for local residents and wider will be a welcome resource encouraging exercise with its associated health benefits and reducing traffic with people commuting by cycle rather than car. As someone who grew up in Swindon, I found it lacked green spaces and areas for recreation (running/walking/Sunday bike rides etc.). Swindon needs more of these areas for the community.</p> <p>The benefits of having the canal for the community will outweigh the costs in the long term and by incorporating the canal into the original plans will be the most cost efficient way of doing this.</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
126	Jenny	Debley	1	<p>I'm pleased to see the canal mentioned &amp; that the route has been protected, but think that plans could be improved to the benefit of all Swindon's residents not just those in the New Eastern Villages.</p> <p>As this is the ideal time to include the construction of the canal in this area, then why can't the developers fund this? I can't imagine that it would add a huge additional cost (either financially or in terms of time) to these developers &amp; it seems madness not to get the canal constructed &amp; paid for when this large project is being undertaken. Having a completed, functioning canal will create a beautiful, diverse environment for everyone to enjoy. Canal boaters, cyclists, walkers etc. will all benefit, as will local businesses nearby. I regularly walk along the canal from Bathampton to Bath, &amp; from Bradford-on-Avon &amp; all stretches are very popular, the tea rooms &amp; pubs are often full, &amp; houses nearby sell quickly, despite their inflated prices.</p> <p>More people may be encouraged to walk to work &amp; the traffic congestion could fall, as could the traffic fumes.</p> <p>Nearby schools could use stretches as outdoor classrooms, &amp; local wildlife/conservation groups may</p>		<p>Points noted.</p> <p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial Surname	Comment No	Justification	Proposed changes	Officer response
			<p>expand their membership as more people would have the opportunity to connect with nature. The canal can be used for land drainage &amp; for flood defences when necessary, &amp; this may become an important feature in future years so needs to be fully considered.</p> <p>I believe this is an ideal time to create a new, distinctive character for this area, &amp; the canal should play a much larger part.</p> <p>I'm pleased to read that the other listed buildings such as Earls court Manor etc. are also being protected, as this is vital.</p>		

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
127	D	New	1	<p>I am a local resident to the eastern villages (live in Coleview) and I would like to see the development of the villages to incorporate the proposed canal extension. I recognise the plan is to leave the path of the canal available but I would like the building of the canal to be enforceable as part of the development by use of section 106 monies (or whatever they are called nowadays). As a local resident this would mean the development incorporates the peaceful and enjoyable component of a canal that we would be able to regularly walk and cycle along. The Wichelstowe development included the canal so why isn't the east villages development doing the same. Canals also promote healthy living and this is especially important as the canal will promote healthier lifestyles, especially for younger people who would be encouraged to be outside walking along the canal rather than staying inside due to limited outside space. As an NHS worker who sees the cost of obesity, this can surely only be a good thing for the public.</p> <p>A canal will also support wildlife and flood defences so great for the environment also.</p> <p>I hope this comment regarding the</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
				canal is heard and that this becomes a mandatory component of the development, funded by the developers.		
128	H	Hill	1	<p>Some key points regarding the NEV and the place for the canal route:</p> <ul style="list-style-type: none"> <li>• Firstly it's great to see that the protected canal route has been included.</li> <li>• The construction of the canal needs to be included as part of the New Eastern Villages infrastructure and should be funded by the developers</li> <li>• The canal offers opportunities for flood relief and land drainage and to make a distinctive character for the New Eastern Villages</li> <li>• Working canals in other location have created property uplift, and I believe would also do so here as well</li> <li>• A built canal will create both recreational and leisure assets as well as improving people's well-being and also create wildlife habitat assets and increase biodiversity.</li> </ul>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore, the Council are willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p> <p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
129	D	Hutchinson	1	<p>As a narrow boat user am very aware of how canals can bring enjoyment to local communities as well as passing business to the area. I support the Wilts and Berks canal and am very please to see a protected canal route has been included in the coming plans.</p> <p>However I feel an opportunity has been missed in requiring the building and hence funding of the canal to be included in the requirements of the new eastern villages plans, building the canal at the same time as the development would minimise future disturbance, bring character to the development from the outset, and allow recreational use by the residents in the area from the outset setting up the feel of the area while also providing people with things to do, providing wildlife habitat. and in future connecting with the wider canal restoration as becoming a through water as part of a network of over 2000 miles of canal.</p>		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
130	Mr M	Crofts	1	<p>I am impressed by the potential of the proposed development to add to Swindon's status as a 'Great Western powerhouse'. This consultation must not be seen as a tick-box exercise to provide a bulk supply of mass-produced housing, but rather an opportunity to make a statement about Swindon's evolution.</p> <p>Re-creating the Wilts &amp; Berks Canal through the Eastern Villages will demonstrate the Council's vision by adding a distinctive element to Swindon. It will be a significant step within the longer term project of linking the Kennet &amp; Avon to the River Thames.</p>		Point noted.
130	Mr M	Crofts	2	<p>However, in the Eastern Villages there is a separate and critical reason for requiring the canal to be provided by developers as a pre-condition. Effective management of surface and storm water discharges will be essential in this vulnerable area. The canal will be vital to flood prevention alongside its role in enhancing bio-diversity and creating leisure opportunities within a pleasant residential environment.</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore, the Council are willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
131	Mr J	Theobald	1	<p>I support the Wilts &amp; Berks Canal Trust and I think that the restoration of the canal should be an integral part of the proposed development, funded by the developers.</p> <p>The restored canal would;</p> <ul style="list-style-type: none"> <li>• Provide flood relief &amp; drainage</li> <li>• Create a wildlife habitat and increase biodiversity</li> <li>• Add a distinctive character to the development &amp; make the homes more 'desirable'.</li> <li>• Provide local recreation &amp; leisure opportunities to residents.</li> </ul> <p>The increased sale price which a developer could realise on his properties, given the canal's presence, should be able to adequately fund it's restoration across that development - for the long term benefit of all Swindon residents &amp; other locals</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
132	P	Davis	1	<p>I do hope common sense prevails, and I hope you will proceed with this canal build to bring the restoration of the Wiltshire and Berkshire Canal closer, and that it should be included as part of the new Eastern Villages Infrastructure.</p> <p>Working canals, as in my area (Ebley, Stroud) have created a property uplift, and many people including myself enjoy the recreational areas of the restored canal, we also have more birds and wildlife since the restoration, and one would assume this would also happen with the Eastern Villages Project.</p> <p>Also having the Developer pay for the restoration costs would be the sensible option in this case</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
133	Mr I	Woodhead	1	<p>The Wilts and Berks Canal restoration line is located on the edge of this proposed development. May I ask that the construction of the canal be included as part of the New Eastern Villages infrastructure and that the funding of this stretch be the developers' responsibility.</p> <p>The restoration of the Kennet and Avon Canal has shown that it not only produced recreational and business opportunities along its whole route, but wildlife biodiversity as well</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

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134	Mr J	Millican	1	<p>There is much to commend the document I have been looking at however, given the themes of recreation, green infrastructure, wildlife corridors, open spaces, etc. which are repeated throughout, I believe more consideration should be given to developing the canal whose route, I am pleased to see, is being protected.</p> <p>I cannot see anywhere, a proposal to fund the rebuilding of what would be a huge benefit to the community. Other new developments have been built round canal infrastructure to the benefit of all from a healthy lifestyle to a safe place to exercise. With todays hectic lifestyle, people need to be able to get out locally to walk, run, cycle, etc. What better and safer environment than a restored canal towpath specifically designed for multiple user types. The canal can be designed to help alleviate flooding and can be lined with trees providing wildlife habitats. A canal is, by its very nature, both an open space and a wildlife corridor. Canal-side developments are very popular places to live for all the reasons I've mentioned.</p> <p>The Wilts &amp; Berks Canal will become part of a long distance footpath</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				<p>extending from Rugby to Bath and Swindon has the opportunity to be in the centre of that.</p> <p>I do hope consideration can be given to reinstating the canal through the Eastern Villages as your plans develop, thereby covering parts of sections EN1, EN2, EN3 and EN6 (green infrastructure, community forest, open spaces, sustainable walking/cycling routes, flood alleviation and recreation).</p>		

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
135	Mr J	Bull	1	<p>I am writing to you as an advocate of the restoration, reinstatement, and indeed building of canals wherever possible. I know that you have consulted on and had a number of very positive responses to the proposals to restore a canal through the centre of Swindon so clearly you understand the advantages of having water and boats close to residential areas.</p> <p>It increases the attractiveness of the location.</p> <p>As a result it increases the value of property.</p> <p>The presence of a canal increases the tourist spend in a town.</p> <p>It encourages water based and towpath activities.</p> <p>It provides a wildlife corridor.</p> <p>It can act as a drainage corridor and help with flood relief.</p> <p>As expected, you have included a canal route through this new development. I understand there is some worry about the building of bridges but they should be seen as an asset not a problem.</p> <p>This is all positive.</p> <p>What is not mentioned is any obligation on the developer to construct the canal. This is a grave mistake. A canal needs to be built as part of the development so that it begins to reap the above advantages straight away rather than having a waste land in the middle of the</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				<p>development "awaiting" the canal. It is always much easier to do all the construction at once rather than in bits and pieces.</p> <p>Lastly, I think it may well be worth thinking about a marina, either within the present development or next door. Yet again this would be a gold plated asset for the town as well as the Eastern Villages area.</p>		
138	Mr T	Lunt	1	<p>I would like to express my concern that the current proposal for the New Eastern Villages development does not include any requirement on the developer to fund the building of the canal or its infrastructure.</p> <p>It is very important for the future of Swindon that this green corridor is protected for the future and the canal is constructed. Please can you rectify the omission in the current proposal so that the canal construction is an enforceable part of the development.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
139	Mr M	Norris	1	Regarding the above consultation I do hope that adequate provision is provided for the construction of the canal and that it will be included as part of the New Eastern Villages infrastructure, The canal should be funded by developers as this has worked very well in Stroud on the Cotswold Canal, A built canal will create both recreational and leisure assets as well as improving people's well-being. A built canal will also create wildlife habitat and increase biodiversity.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
140	L	Phelps	1	the construction of the canal like Wichelstowe must be included because it offers recreational facilities and creates new wildlife habitats		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
141	M	Wood	1	<p>It is very good to see that the protected route of the Wilts and Berks Canal has been included but the actual construction of the canal must also be included as part of the New Eastern Villages Infrastructure. The canal will offer opportunities for flood relief and land drainage. It also offers a great opportunity to give a distinctive character to the Eastern Villages. Working canals in other places have increased local property prices and will create a recreational asset and improve the wellbeing of people in the area. A built canal will increase biodiversity and wildlife habitats. There will be a variety of benefits and no downsides.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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142	Mr M	Bridge	1	<p>Although not a resident of Swindon I have been a member of the Wilts &amp; Berks Canal Trust and its predecessors since about 1980 and have put in a lot of time on practical restoration work as a volunteer, travelling from the Manchester area a couple of times most years for weekends and occasionally for full weeks. The work to which I have, in a small way, contributed has produced a number of sections that are navigable, or close to being so, and this is pleasing. Equally pleasing is the short but impressive length at Wichelstowe as this demonstrates the commitment of Swindon Council, something that we restoration volunteers don't always find.</p> <p>However, and this is the reason for my writing, I believe that the Wichelstowe length of canal was built by the developer as a condition of undertaking the development. This must have been at the insistence of the Council, presumably by means of a Section 106 agreement, though I have been unable to find specific reference to this. I am therefore disappointed that, while leaving a clear route for the canal in the proposals for the New Eastern Villages, there is no suggestion of using Section 106 to secure a substantially greater</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



restored length. As properties close to water (including canals) attract premium prices, the usually quoted range being an uplift of between 15 and 30%, this could probably be done at little or no net cost to the developer. There may also be savings in construction costs by using a reinstated canal as part of the drainage system. Once completed the canal will, over time, enhance the area's wildlife and environment for local residents.

In short, I believe that there is much to gain and little, probably nothing, to lose by making the reinstatement of the canal a condition of planning consent and encourage the Council to do so.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
143	J	Gasgoigne	1	I am writing in connection with the draft SPD for the Swindon new Eastern Villages planning consultation. I am encouraged to see that the agreed line of the Wilts and Berks Canal is protected, but I think that the draft document should go further and require that construction of the canal should be included and funded by the developer. They will benefit from the constructed canal, in that property values will be enhanced by an in-water, in-use canal. I live by the Kennet and Avon Canal and can vouch for the fact that waterside property commands a premium and is sought after. It will also act as an amenity for walkers, cyclists and nature lovers as well as boaters.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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144	Mr N	Dowson	1	<p>Firstly, I am delighted to see that provision is being made for including a new route for the Wilts &amp; Berks canal through the new development. However, I feel strongly that the opportunity should be taken to actually construct the canal at the same time as the rest of the development. This is because it is a unique opportunity to do it while the equipment is there to utilise. Also, all the disruption to the area would be taking place at the same time as opposed to constructing the canal at a later date! This surely makes good sense and would also benefit the developers by increasing the attractiveness of the development to prospective purchasers. This has been highlighted recently with the development going on alongside the newly restored canal in Stroud as well as more locally at Wichelstowe. In fact it has added significantly to the property prices. With this in mind I think that something like a section 106 agreement should be made with the developers in order to get them to fund the work, as it would benefit both them and the local community they will be developing the site for. If this opportunity is not taken now it may be many years before any funds from elsewhere are available and then think of the upheaval with heavy construction plant operating</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

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				<p>within a settled residential area!</p> <p>Linking as it would, the already constructed canal at Wichelstowe, would instantly provide a 'green corridor' around south east Swindon bringing recreational and environmental benefits to Swindon as a whole.</p>		
146	H	Bacon	2	<p>We already know that water run-off from housing and other developments can cause a flooding risk especially around Swindon, and usually a 'balancing pond' has to be included in the plans. Why create lots of these when a canal can act as a linear balancing pond?</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore, the Council are willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
146	H	Bacon	3	<p>The development at East Wichel shows that a canal adds character to an area, and it could do so as well for the Eastern Villages - but only if the development package ensures that the canal is built before the housing. King shill and Moulden Hill show that a built canal creates recreational and leisure assets and increases people's well-being.</p>		<p>Point noted.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
146	H	Bacon	4	<p>Henry the Heron's attracted to the canal in Swindon because there are fish. The wildlife habitat around the Wichelstowe Waitrose didn't happen by accident - it had to be created, including the right conditions to attract water-voles; there's evidence that water-voles are now well-established there. Please increase the biodiversity in NEV by making sure that the canal can be delivered in good time.</p> <p>Therefore, please re-focus this plan.</p>		Point noted.
147	A	Steuart-Smith	1	<p>I've reviewed this proposal and would like to affirm my support for the inclusion of the protected canal route.</p> <p>I hope this will be included and funded by the developers; I think it will really help to create a distinctive character for the development, as well as providing leisure and recreational opportunities and improving biodiversity.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
148	Mr R	Gregory	1	Wilts & Berks Canal. Nice to see a route for the canal is included in the planned expansion. I think developers should contribute to the reinstatement of the canal as it adds value to properties by water with all the amenities it provides, as it is said waterways for all, look forward to a successful outcome. One only has to look at Ebley Stroud how it has come alive.		Point noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
149	Mr B	Tunncliffe	1	I believe that there would be considerable benefit to the provision of community and leisure infrastructure if the planning obligations within the Supplementary Draft Document were extended. The extension should require that construction of the canal be an intrinsic part of the Draft, not merely ensuring the safeguarding and protection of the canal route, as currently proposed.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
149	Mr B	Tunncliffe	2	This would mean that the canal would be funded by the developers, as was the case at Wichelstowe, with benefits to them, as well as to the public. The new canal-cut would add a distinctive character to that part of the New Eastern Villages development through which it would run. The developers would benefit from achieving higher prices for waterside houses, as in other developments. They would also have opportunities to resolve flood relief and land drainage problems less expensively by making use of the controlled flow of the water in the canal to carry off seasonal high rainfall.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
149	Mr B	Tunncliffe	3	<p>At the same time, they would be providing an attractive waterside walk and cycleway, with the added interest of an ever-increasing bird and mammal population along its route.</p> <p>I am an enthusiastic supporter of canal restoration projects, both on the Wilts and Berks and on the Lichfield and Hatherton Canals.</p> <p>I commend this extension to you, to cover canal construction within the Eastern Villages plans, for your serious consideration.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
150	D	Trott	1	It is good to see that the protected route of the Wilts and Berks canal is shown on the master plan. However no mention is made that the canal will be built as part of the development. The funding for the canal build should come from the developers to provide a tranquil setting along the side of the development increasing the biodiversity and habitat locations for the wildlife and increase the leisure options for the people of the Eastern Villages and Swindon.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
150	D	Trott	2	The construction of the canal must be included as part of the New Eastern Villages development which will provide many activities such as walking, cycling, fishing, bird watching as well as canoeing and boating, keeping the residents of Swindon more active and fitter.		Point noted. The safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
150	D	Trott	3	<p>The canal offers flood relief, land drainage and water management as it is extended.</p> <p>This will be a missed opportunity if this section of the canal is not built during the development of the New Eastern Village.</p>		Point noted.



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
151	Mr P	Wagstaffe	1	<p>Please, please make provision for the Waterway in your Plans.</p> <p>I have worked in the Boating Industry for over 50 years including a period as Customer Relations Manager at British Waterways.</p> <p>I served a number of Terms on the Government INLAND WATERWAY ADVISORY COUNCIL (IWAAC). IWAAC and the Government regard Waterways and their Restoration as Important and "UNDERVALUED ASSETS".</p> <p>I and my family cruise the River THAMES and other Waterways with good regular trips to Lechlade. We have supported the Cotswold Canal Project by assisting with the Fund Raising Trip Boat in Lechlade.</p> <p>It would benefit The Eastern Village to make provision for the WATERWAY.</p>		<p>Noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
152	Mr J	Hanks	1	<p>I hear that at the new Eastern Village project that it is suggested that a length of the Wits and Berks under restoration canal is to be included in this development but that funding is unclear Now due to the fact that the developers will be the first and most significant beneficiaries of this new canal ,increased values better amenities a great nature corridor as well as better land drainage plus flood relief</p> <p>As the developers have the resources both physical and financial they should be made responsible for making this canal project happen</p> <p>I wish you all at Swindon every success with this project</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
153	T	Quinn	1	<p>I am very pleased to see that the canal will be a protected part of the development.</p> <p>The construction of the canal must be included in the infrastructure and should be funded by the developers. The canal will offer opportunities for flood relief and land drainage and will also create a wonderful wildlife habitat as seen at other canal areas within Swindon. I feel the developers should fund it because it will add to the value of the house built there and increase the opportunity for recreational and leisure improving the well being of residents.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
154	D	Wells	1	I feel it would be beneficial in many ways for the canal to go through the eastern villages. I fully support this proposal.		Support noted.
155	J	Johnson-Little	1	Please note I would like SBC to ensure the canal at Wichelstowe is continued through NEV. The canal is an important future amenity to bring tourism and enjoyment through Swindon.		Point noted.
156	A	Lockley	1	As a long-time supporter of the Wilts & Berks canal restoration project, it is good to see that the current proposed route for the restored canal is safeguarded in the SPD. I think that the experience with the Wichelstowe development shows that the developers should be obliged to construct the canal as shown on the master plan. Whilst the development is in construction, the cost of providing the canal will be relatively small; suitable plant will be onsite, and disruption to neighbouring residents or businesses will be less than if the canal is constructed later.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
156	A	Lockley	2	<p>The developers at Wichelstowe were surprised to find how desirable the canal side homes were - they were the first to be sold, suggesting that homebuyers place significant value on the canal environment.</p> <p>Canal side homes in the new development could be sold at premium prices.</p> <p>The whole development would have a distinctive character, rather than being another faceless large housing estate.</p>		Point noted.
156	A	Lockley	3	<p>If the new canal section can be linked to the Wichelstowe section, a continuous corridor would result. This would significantly enhance the value of both sections of the canal:</p> <p>The use of the canal for trip boats and canoes would be more viable and could become a tourist attraction, bringing in visitors and increasing the potential for businesses catering to visitors - shops, cafes, pubs etc.</p>		Point noted. The safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
156	A	Lockley	4	The canal would also be a resource for water management, potentially easing land drainage problems and reducing flood risk.		Point noted. The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development. Therefore, the Council are willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.
156	A	Lockley	5	The habitat for various wildlife species would be more valuable in the form of a continuous corridor, which would enable species to spread more easily and adapt to changes. This would increase biodiversity and offer greater opportunities for recreation and study.		Point noted.

Page 300	Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
	157	J	Godwin	1	We write in support of the Wilts and Berks Canal in relation to the New Eastern Villages. It is good to see that the line of the Wilts and Berks Canal has been protected, but we feel that this stretch should be funded in full by the developers. The restored canal would offer flood relief and land drainage, recreational and leisure facilities and would create wildlife habitats and increase biodiversity.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
	158	J	Airey	1	It is very good that the protected canal route has been included. Consideration should be given to including the funding for the building of the canal. The canal should be funded by the developers to provide a recreation and leisure asset for the Eastern residents and people of Swindon.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
	158	J	Airey	2	The Canal should be incorporated to provide flood relief and land drainage which is forecast as a future requirement with the changing weather patterns. The Kennet and Avon is a very good example of what can be achieved. With benefits for wild life and increasing the leisure options of fishing, boating, cycling and walking offering the residents of the new development and Swindon a choice of activities to become fitter.		Points noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
159	J	Laverick	1	<p>I have studied the above and other documents associated with the Eastern Villages development and am pleased to note that a route for the proposed new alignment for the Wilts &amp; Berks Canal through the development area will be safeguarded and protected by ensuring that associated development infrastructure does not prejudice delivery of the canal (Policy EN11 part a).</p> <p>From my personal professional experience as Operations Manager with the former British Waterways Board this latter aspect is often difficult to monitor and to manage and can be very resource intensive.</p>		Point noted.
159	J	Laverick	2	<p>It is much to be preferred if canal infrastructure can built as part of a development in just the same way that roads, footpaths and cycleways are treated. Indeed the NEV Masterplan suggests that the canal corridor is eventually intended to provide a key north south footpath and cycleway linking the villages.</p> <p>To imagine that an 'add-on' provision of a canal corridor can be achieved, post development, without massive disruption to the residents of the new homes, to the newly constructed roads, footpaths, services and to the establishing green spaces is at best a little naïve.</p>		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
159	J	Laverick	3	<p>A canal linking the villages within the scheme provides unique benefits on many levels but these benefits will only be secured if a fully integrated canal corridor is added into the Masterplan. This will immediately enhance the green infrastructure network, wildlife habitat and biodiversity, the open space provision, the supplementing of existing footpaths and cycle routes and will add to areas of planting available for community forests. All provisions currently listed as planning obligations within the scheme</p> <p>I suggest that consideration be given for the planning, financing and construction of the canal to be made an obligation on the developers, this will ensure that each of their design teams fully embrace the unique advantages that a water body can bring to their schemes. By creating focal points for village centres, providing community water space for additional sports facilities such as canoe facilities for youngsters. Even more significantly a fully integrated water body can be designed into their sustainable urban drainage schemes and can be taken into account whenever possible to deal with flood prevention and relief issues.</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
160	J	Sharpe	1	<p>I feel strongly that the canals section which is identified in the NEV plan should be made a priority for restoration and this should be a responsibility of the developers. I would like to see this part of the obligation.</p> <p>I think that developing the canals section would provide better preservation of wildlife (contributing to the aims of areas such as 'Cotswold Water Parks') not so far away and provide a distinctive character to the proposed new Eastern village area.</p> <p>I think that Swindon deserves a further industrial heritage feature restored and renewed for new generations to enjoy.</p> <p>I am writing to add my voice to the view that the developers should fund the canal restoration.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
161	S	Lockley	1	<p>It is great news that the canal route has been included as a green corridor on the consultation document. This section will link to the existing canal at Wichelstowe and add a further 7 miles of canal in water, with all the benefits that brings including recreational use of the canal and its towpath, improved biodiversity adjacent to the canal and use of the canal for improving flood relief and drainage. Furthermore, other towns have seen property prices rise alongside restored canals and this would surely be the case in the New Eastern Villages too.</p> <p>However, there is an important omission. The consultation document does not include the requirement for the property developers to fund the building of the canal or its infrastructure. I would like to see these requirements included as an enforceable part of the infrastructure development – i.e. that the canal <i>*must*</i> be built as part of any new development. Only by including this requirement can we be sure that the benefits listed above can be delivered in the near future.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
162	Mr	Dobson	1	Please to see that the route of the W&BCT has been protected. Strongly believe that the construction of the canal must be included as part of the infrastructure of the development and that the developers should find at least the major proportion of the construction.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
163	B	Stokes	1	<p>As I understand it, the above plan does not include provision for funding the full restoration of the North Wilts and Berks Canal and its infrastructure.</p> <p>Full restoration of the canal would provide:</p> <ul style="list-style-type: none"> <li>- a potential canal cruising route, namely Latton Basin to Lechlade via the Thames and Severn Canal, to Abingdon via the Thames, then to Swindon via the Wilts and Berks and back to Latton Basin via the North Wilts Canal which would attract visiting boaters to the area.</li> <li>- a more attractive, waterside walking/cycling route, far more interesting for the future local population and far more attractive to visitors to the area</li> <li>- an improved bio-diversity by a 'watered' canal</li> <li>- a potential facility for anglers</li> <li>- additional employment opportunities for local people</li> </ul> <p>All these could provide revenue, directly and indirectly, to the Council and to local people.</p> <p>In an age when these concepts are</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

being given serious consideration by other planning authorities, surely Swindon should not be ignoring them.

164	Mr R	Reed	1	Its very good news that the Council has protected the new route for the Wilts & Berks Canal. As we know, canals bring many benefits to the local community. They provide space for healthy walking and recreational opportunities and interest to inhabitants and visitors a like. They also provide wildlife areas and a countryside feel to the area.		Noted.
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164	Mr R	Reed	2	It has been shown that canals enhance property prices. Therefore it would seem appropriate that the developers should contribute significantly to the cost of construction, which should proceed concurrently with house building.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
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165	Mr R	Clement	1	I strongly support the intended plans for the canal restoration and route through Swindon		Noted.
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166	Mr M	Ireland	1	Every chance and opportunity should be taken to further the on going rebuilding of the canal including The Wilts & Berks Canal Trust itself, local landowners, local & County Councils. To see further progress at the New Eastern Villages will no doubt at all offer a wonderful opportunity to give distinct character to the area and improve the value of all property & amenities		Noted.
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Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
166	Mr M	Ireland	1	<ul style="list-style-type: none"> <li>•It's very good to see that the protected canal route has been included</li> <li>•The construction of the canal must be included as part of the New Eastern Villages infrastructure</li> <li>•The canal should be funded by the developers</li> <li>•The canal offers opportunities for flood relief and land drainage</li> <li>•The canal offers a wonderful opportunity to make a distinctive character for the New Eastern Villages</li> <li>•Working canals in other location have created property uplift, and will do so here as well</li> <li>•A built canal will create both recreational and leisure assets as well as improving people's well-being</li> <li>•A built canal will create wildlife habitat assets and increase biodiversity</li> </ul>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV.</p> <p>However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
167	Mr K	Cranston	1	<p>Although, I live in Stroud and would not be directly affected by the development proposed for NEV, I am keen to see the Thames and Severn (Cotswolds) Canals competed so that they bring greater prosperity to my home town. The inclusion of a commitment to protect part of the line of part of the Wilts and Berks Canal through the NEV is highly commendable. But a requirement for developer funding to restore that section of canal would be even better. Restoration will bring several benefits not only the immediate area of the development (e.g. attractive feature, linear park and nature corridor etc.) it will also bring wider benefits: It would help to increase the impetus to restore the links from Lechlade to Swindon and onwards to two of the nations great Rivers the Thames and Severn. It is well documented that canals restoration bring long term jobs and the use of towpaths have great benefits for leisure and general well being.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
168	Ms R	Johnson	1	<p>I have read your documents and I was relieved to see that you have included the protected canal route in your plans.</p> <p>But even with hundreds of efficient volunteers working every week for free, canal restoration requires funding and I can't see much provision for this in your plans.</p> <p>The work which the canal needs if it is intended to run as a green corridor should be included in the costs. Not just for leisure users but as a contingency escape plan for flood relief and land drainage and even if (hopefully) no floods occur, an active restored canal would still be a wildlife corridor and a healthy recreational magnet for the residents of your new houses.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
168	Ms R	Johnson	2	<p>For the developers, it would increase the price of housing as a waterside asset so I think it should be included in the development plans as part of the contracts and really should be funded by the developers. If this is not possible, then please do include canal funding in your plans by whatever means possible.</p> <p>So please, do include the restoration costs in your financial assessments. They are so important.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
169	Mrs J	Taylor	1	<p>What a wonderful opportunity to get back some of our heritage.</p> <p>As the building of houses near to water always gain a higher price I feel the funding for the canal should be met by the builder.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
170	Mr J	Farrow	1	<p>Flooding</p> <p>The Eastern Villages development is largely on a flood plain. There have been several instances around Swindon and elsewhere in recent years where flooding has caused very significant damage. With global warming, increased rainfall is expected thereby increasing flood risk. It is therefore essential that the new development is planned and developed with the flood risks addressed.</p> <p>A canal provides a ready mechanism of reducing flood risk and I note that in the obligations document in 4.19 shared infrastructure there is reference to an indicative canal route in appendix A and there is reference to the route being safeguarded in section d of Appendix B.</p> <p>However, in my view the canal should form an integral part of the development not an after thought. It should be included in the obligations at the outset i.e. in Appendix B section b.</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore, the Council are willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
170	Mr J	Farrow	2	Resource for the Community Canals are the most used recreational resource in the country although over 95% of users are walking, fishing, cycling, wild life watching etc. Having the canal for local residents and wider will be a welcome resource encouraging exercise with its associated health benefits and reducing traffic with people commuting by cycle rather than car.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
170	Mr J	Farrow	3	Funding There is increased cost for the development by including the canal at this stage. However, there would be significant savings by including the canal as part of the development rather than a later add on. House prices adjacent to canals and waterways gain a considerable up lift in price. Bearing this in mind, I believe the developers should fund the whole canal and the S106 approach should be adopted for this purpose.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
172	Mr J	Hogwood	1	<p>With reference to the consultation about the New Eastern Villages proposals I am writing to support the safeguarding and incorporation of the route of the Wilts and Berks Canal in the scheme but would suggest that you also make it a condition of Planning Consent that the canal is restored within the boundary of the development as part of the work.</p> <p>This will achieve many benefits for the future residents including recreational and environmental enhancement, improved drainage potential (bearing in mind the likely increase in storm intensity due to climate change) and the additional business opportunities which tourism on the re-opened canal will bring.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
173	Mr I	Sankey	1	<p>It's great to note that the protected route of the Wilts &amp; Berks Canal has been included in the draft plan, but it seems to me to be a missed opportunity to not include the construction of the canal as part of the New Eastern Villages infrastructure, with the construction therefore funded by the developers.</p> <p>Once constructed, the canal will offer a range of benefits, not least in terms of recreation and leisure opportunities. There are also positive impacts on land drainage, creating wildlife habitats and improving biodiversity.</p> <p>Too good an opportunity to miss!</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
174	J	Hanks	1	<p>I am very pleased to learn of the plans to include a rout for part of the Wilts and Berks canal restoration as part of the new Eastern Villages project.</p> <p>I am however disappointed that it is not intended to include funding for the canal in this project,</p> <p>I believe that the Developers should fund the canal project for the following reasons</p> <p>The Canals existence will considerably increase the value of their development.</p> <p>Improve the ambience and character of the development and surroundings.</p> <p>Working canals provide many leisure opportunities increase visitors to the area as well as creating employment in maintenance and leisure industries</p> <p>The canal would also assist with land drainage and flood relief</p> <p>Swindon badly needs improvement and uplift to its general surroundings and a working canal would be a big help in doing this</p> <p>I look forward to hearing that the Canal project has been given the</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
175	Mr J	Gunner	1	<p>As someone who has enjoyed walking canal towpaths in many parts of England and Wales I wish to comment on the Eastern Villages Consultation. The inclusion of a significant length of the Wilts &amp; Berks Canal in the proposed eastern expansion of Swindon shows important foresight as it will no doubt become a great feature of the new eastern villages' infrastructure and will be of enormous benefit to the local community and wildlife too. A living and breathing canal will also bring tourists to the area. Such rapid progress requires funding for the building of the canal and its infrastructure to create such an environment and on other schemes volunteer labour makes a big difference too. Surely this vital asset for the new eastern villages should be funded by the developers as, not only will all the above benefits be brought to the expansion, but the new waterway will be available for flood relief and land drainage too. These opportunities will all be missed unless the developers are required to make provision for the funding of the building of the canal as it will be an integral part of the new development. I hope that in your negotiations and planning you will ensure that the canal is placed at the heart of the development.</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
176	Mr B	Mander	1	<p>We were very pleased to see that the protected line of the Wilts &amp; Berks Canal has been included in the above Consultation. We would hope that the construction of the Canal is included as an essential part of the New Eastern Villages infrastructure and that the canal construction is funded by the developers.</p> <p>The canal offers opportunities for flood relief and land drainage which with the changing weather patterns should be a major consideration.</p> <p>The addition of a vibrant water facility would add a distinctive character to the New Eastern Villages. There are any number of examples of developments around the country which have been able to utilise a refurbished or reborn canal as the centre piece of a new housing area. Invariably the housing units that overlook the canal attract the highest prices.</p> <p>A built and working canal provides recreational and leisure assets for the local community and will also be a haven for wildlife and increase biodiversity.</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
177	Mr A	Dawe	1	I am delighted to note that the consultation document shows the line of the canal as a green canal corridor. The canal offers a great opportunity to make a distinctive character for the New Eastern Villages with both recreational and leisure assets. The construction of the canal should be an enforceable part of the infrastructure development and funded by the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
178	Mr J	Norton	1	Re the proposed construction of the Wilts and Berks canal on the edge of the new development:- The canal will provide a green canal corridor which will greatly enhance the environment of the new villages. Experience elsewhere shows that a functioning canal is a very desirable feature in any development and that property values can be enhanced accordingly. The provision of the canal could unfortunately take many years while funding is sought, and it therefore makes sense to place an obligation upon developers to undertake the building of the canal as part of the development, or at least contribute substantially to it, the cost of such contribution being recovered through increased property values.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
179	Mr M	Alston	1	<p>I understand that the planning dept. is consulting on development above, and wanted to write to emphasise the part that renovation of the canal could play in enhancing the amenity for the area. It's great that the protected canal route has been included, and I hope you will require the developers to fund the necessary work to restore it fully.</p> <p>This would be good for the general character and facilities of the area, enhancing property values, attracting recreational leisure use / visitors, and supporting jobs to some extent. It would also be great for wildlife, increasing the range of species in the area, and protecting habitats for the long term.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
180	Mrs C	Gilman	1	<p>I would like to respond to the consultation regarding the canal and its continued restoration. It is very good to see that the protected canal route has been included in the plan; but I really think that the construction of the canal must be a part of the New Eastern Villages infrastructure. The Canal Trust have been working very hard to make the restoration of this route happen with partnerships, and this is an opportunity for flood relief and land drainage and for it to be funded by the developers. As we have seen with Wichelstowe, this will be a wonderful opportunity to make a distinctive character for the Eastern Villages.</p> <p>Working canals in other areas have proved to create a property uplift, and will essentially do the same here. The complete canal will create both recreational and leisure assets as well as improving people's well being.</p> <p>It will be a huge opportunity to create wildlife habitat assets along the length of the canal and increase biodiversity, which is so important in any built up area. The Stroud Ebley Mill area is a big success story - let Swindon be a leader and not a follower, We must grasp this opportunity and embrace the chance</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
				to move the canal along a little nearer to its goal to meet up with the Thames, thus providing a future increase in biodiversity, tourism and enhancing our living environment.		
181	P	Labouchere	1	I see the construction of the canal route through the NEV as a huge asset to the area.		Noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
182	Mr J	Deighton	1	<p>It is very good to see that protected route of the Wilts- Berks Canal has been included.</p> <p>I consider that it is essential that the construction of the canal be included as part of the New Eastern Villages infrastructure and the cost of the canal be funded by the developers. As at Wichelstowe, the canal offers a great opportunity to make a distinctive feature in the New Eastern Villages providing recreational and leisure opportunities for residents. Furthermore, the canal will create a haven for wildlife and increase biodiversity and this will support how the development Environmental Impact assessment plans are prepared, approved and executed.</p> <p>The canal will also provide developers with opportunities for its use for flood drainage and land drainage.</p> <p>In other developments the provision of a canal as part of the infrastructure has led to increased property values.</p> <p>I reiterate that I believe the construction of the canal should be an integral feature of the development.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
183	Mr M	Hitchinson	1	<p>I note from your web site that the Canal route is included in the plans for the Eastern Villages. This is a good first step.</p> <p>For the planned Canal to become a reality, funding will need to be found. It occurs to me that there is are precedents for funding, what will be a great community asset, by the developers.</p> <p>In this modern world where councils spend lot of money trying to promote a fit and healthy life style, the canal and its tow path provide the perfect way to support these initiatives. The Canal will provide a healthy outdoor facility for walking, running, cycling and for the younger generation, a chance to explore and discoverer a great diversity of wild life. This facility will also help to deliver the parts of the national school's curriculum focusing on local history.</p> <p>Property values and businesses benefit from have a facility of this nature in the vicinity. You only have to look at the positive effect on business at Bradford on Avon since the Canal has been restored.</p> <p>Therefore, I hope you can see that there is a good case for making the funding of the canal, by the developers, a condition of planning.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
184	Mr J	Dix	1	<p>I am pleased to see that the protected route for a restored (albeit re-routed) Wilts &amp; Berks Canal has been included within the plan for the proposed New Eastern Villages development at Swindon, which is currently under consideration.</p> <p>I wish to place on record my belief that this extension should be recognised as an integral part of the leisure infrastructure for this development, providing enjoyment for existing and new residents, since the canal restoration would result in a linear park for the community, providing opportunities for walking, running and cycling, participation in a range of water sports, nature conservation, an increase in biodiversity as well as access into a long-distance leisure route.</p> <p>The canal route would also afford flood relief and land drainage opportunities to the mutual benefit of the developer and the canal restorers.</p> <p>Significantly, the presence of the canal would enhance the environment and provide a unique identity for the new development, with the prospect of an enhanced evaluation.</p> <p>In view of the added value that the canal route will bring to the development and the enhancement to the enjoyment and quality of life it will provide for residents, I believe</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p> <p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore, the Council are willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
				that the cost of constructing the canal should fall on the developers. In conclusion, I would be obliged if my observations are incorporated into the observations received on the consultation stage for this important development.		
185	Mr J	Keepin	1	It's good to see that a protected canal route has been included, in such a way that it can be joined up with the sections that have been commissioned recently and with the longer term proposals by the W&BCT. Ideally, the forthcoming work should be funded by the Developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

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186	Dr C	Barry	1	<p>As a member of the Wilts &amp; Berks Canal Trust, I am pleased to see the Canal's route, already protected in the Local Plan, included as a Green Corridor. However, I have to say this falls extraordinarily short of the potential the Canal has to enhance the environment and, most importantly of all, reduce the flood risk. The proposals are to build on a flood plain - risky! Yes, the developments will be on 'islands', probably literally on occasions. I understand about SUDS - if I'm correct, they mean that the flow of water off the surface of the developed area will be no greater than if it were not there. So far so good - but there seems to be no consideration of the fact that the 'islands' will reduce the area the flood water - which will be no less than before - has to go to. Therefore the peak levels will inevitably be higher - and no-one has produced an estimate of how much higher. Also SUDS need to be maintained - who will do this, and who will pay?</p>		Points noted.



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186	Dr C	Barry	2	<p>The second problem is that all this unchanged (at best) amount of water still has to get through its only exit point, under the A 420 and railway line. Naturally, I am aware of the Canal Trust's proposals, and I have read its NEV document. To me, the case seems to be unanswerable to build the Canal as planned. Firstly it will hold back significant amounts of flood water because it forms a 'dam' across every water course it crosses. Secondly it proposes a second route for water to get out under the railway line. For these reasons, construction should be largely complete before the main development even starts - not least because its excavations form a very local source for building up the 'islands'. Because of the advantages it brings, it should be funded by the developers and the Council between them.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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187	Mr R	Higgs	1	<p>I write as past Chairman of the Surrey and Hampshire Canal Society which returned the Basingstoke Canal to navigation again, and so am very much aware of the multiple benefits and pleasure that a restored canal can bring to so many people. I am delighted that the proposals for the Eastern Villages Development makes provision for, and gives protection to a green corridor within it, into which a new section of the Wilts and Berks Canal can be constructed.</p> <p>Pleasing of course as it is that the canal route has been protected, the issue of funding to see through the construction and implementation of these far sighted proposals has to be addressed, and the only logical place for this funding to come from must be the developers.</p> <p>Peoples quality of life and well being, their leisure opportunities, and the creation of wildlife habitat are just some of the very positive features to be brought about by these exciting proposals involving the canal.</p> <p>I look forward to hearing of their implementation.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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189	S	Cooper	0	It is very good that a route has been specified for the W&BCT. This should be of great value to the developers, partly because of the value which will be added to the new homes, especially those fronting the canal, and partly drainage and possible flood relief provision.		Noted.
189	S	Cooper	2	I strongly believe that the developers should provide the canal as part of the infrastructure. I suggest that contact is made with the Canal and River Trust and the Inland Waterways Association for help with the design of the canal and towpath which should be a really useful and attractive feature of the developments.		Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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190	Mrs K	Shaw	1	<p>I am pleased to see that the Wilts and Berks Canal route has been included as a protected route in your plans for the Eastern Villages development but disappointed that provision has not been made for the construction of the canal to be included in the villages infrastructure, as this is an ideal for the developers to be asked to fund the canal.</p> <p>The construction of the canal offers opportunities for flood relief and land drainage in the area, thereby helping to protect the development (so give the developers' potential customers greater security against future flood risk.</p> <p>The canal also offers a wonderful opportunity to make a distinctive character for the New Eastern Villages, again adding value to the developers' product and making their development more attractive to buyers.</p> <p>As shown with other canal restorations in other locations such as in Stroud, working canals have created property uplift, and will do so here as well - they create both recreational and leisure assets as well as improving people's well-being. In addition a built canal will</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				<p>create wildlife habitat assets and increase biodiversity.</p> <p>I should be obliged therefore if you would consider amending your plans to include provision for the canal to be constructed in the Eastern Villages development.</p>		
191	Mr M	Stevens	1	<p>I understand that, while the route of the Wilts and Berks Canal is accorded welcome protection in the Consultation Document, this is in the form of a green corridor rather than a built canal.</p> <p>I believe it is by now well established that a canal confers significant benefits, to the environment and public generally but in particular to housing developers, in the form of the higher prices they would undoubtedly charge. It seems likely, too, that in the absence of a built canal, the developers will need to make additional provision for drainage and flood relief. Integration of the canal into such arrangements could therefore partially pay for itself.</p> <p>Would the Council therefore please make it a requirement of the Eastern Villages development that a built canal be provided by the developer at their own cost.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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192	Mr J	Woodrow	1	Your proposal to develop the new Eastern Villages is an exciting one. We are crying out for more housing and the areas you have identified seem entirely suitable.		Point noted.
192	Mr J	Woodrow	2	<p>However, I would like to add my voice to the calls from the Wilts &amp; Berks canal trust for the reinstatement of the canal to be funded by the developers, as part of the costs of construction.</p> <p>Canals and canal walks are hugely popular and the establishment of a working canal (rather than just the allocation of space for) would be a very big selling point for the development.</p> <p>It would of course be a huge boost to the WBCT but equally it provides a TRIPLE win-win-win situation for the Trust (meeting part of its aims), the developers (improving the appeal of the new villages) and of course Swindon BC in promoting health &amp; well being of its newest inhabitants.</p> <p>I hope you will insist on developer</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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193	Mr C	Leadbeater	1	<p>I was delighted to read that the Consultation document has recognised the need, on so many levels, to include and protect the Wilts and Berks canal route within a designated green corridor.</p> <p>But it does bring the funding issue to the fore! Whilst it is commendable that the need for the canal has been recognised and the route included in the consultation process, I believe it is imperative that the construction of the canal and its associated infrastructure must be included as requirement for the Developers to fund.</p> <p>The various house builders who will construct homes and roads will be seeking to make a substantial return on their investment and it is within their gift to invest in green infrastructure. But unless this becomes a condition of the planning consent, it is unlikely to be embraced. It would be a terrible missed opportunity for all parties if that was allowed to happen.</p> <p>The canal itself is a terrific amenity for the new community and for existing communities along its route; it is difficult to see any downside. The amenity and leisure value is well understood, but the biodiversity aspect becomes ever more vital as</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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			<p>green fields will be swallowed for the development(s). The presence of a water course will assist in local drainage and assist in alleviating any flood problems and the canal itself would create a distinctive character, so often found wanting in new developments. Properties close to such an amenity could command a premium at time of initial build and that value uplift would continue for future generations choosing the area as their home. So the funding itself should not need to be a fiscal issue, but the developers need to be mandated to provide this funding as they will benefit from the opportunity to sell more desirable properties.</p> <p>I urge you, as will many others, to fully embrace this opportunity. Recognising the canal corridor is a great start and building it can be achieved if the developers play their part and fund the build as part of an holistic approach to the Eastern Villages development</p>		



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
194	Mr H	Garrod	1	<p>Back in the 1960s, I lived in South Marston and spent some time exploring what was left of the old canal. I have looked at your Eastern Villages website and am glad to see that the protected canal route features in it. The reconstructed canal will be a wonderful addition to the new villages and must be paid for by the developers who will benefit from their construction. Working canals are a great benefit to their communities, offering recreational opportunities, wildlife habitats, biodiversity and flood relief. I have very happy memories of my time in and around Swindon. A fully working canal will bring joy and fulfilment for generations to</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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195	Mr A	Lees-Smith	1	<p>I am a regular waterways user and I was glad to see that the route of the Wilts &amp; Berks canal has been protected but I believe that the proposed development offers opportunity for so much more! And that the construction of the canal should be included as part of the New Eastern Villages infrastructure. The developers will benefit from higher property values with the waterside location and therefore the canal should be funded by the developers. They will receive other benefits as the that the canal offers advantages for flood relief and land drainage that they would have to put in anyway.</p> <p>A canal offers an exceptional opportunity to make a distinctive character for the new Eastern villages where I am sure the future residents will embrace the canal as closely as those who live at Wichelstowe. A built canal that when joined to the National network will create both recreational, leisure, business and employment opportunities as well as improving people's well-being</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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196	Mrs J	Gosnell	1	<p>I am pleased to see the route of the Wilts and Berks canal incorporated into the plans for the eastern expansion. This is a huge development therefore leisure activities are important.</p> <p>As mitigation for digging up all the green countryside the developers must be responsible for design, build and maintenance. They must be prepared to undertake all the work involved and not saddle you, the Local Authority with the work. There is no doubt that other LAs have benefitted greatly from having developed water features such as lakes, canals and rivers. Wichelstowe comes to mind as a</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
197	Mr G	Spink	1	<p>I would like to register my support for the inclusion of the canal in the above development. I believe it will enhance the living experience of all canal users as well as the local residents, not to mention wildlife!</p>		<p>Support noted.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
198	Mr A	Heath	1	<p>I want to make clear my support for a restored canal to the east of Swindon.</p> <p>Whilst I am pleased to see that the protected canal route has been included, I urge you to see that the construction of the canal must included as part of the New Eastern Villages infrastructure. Also urge you to see that the canal is funded by the developers.</p> <p>I believe a canal to the east of Swindon offers opportunities for flood relief and land drainage, as well as to create a distinctive character for the New Eastern Villages.</p> <p>I would remind you that working canals in other locations have created property uplift, and will do so here as well.</p> <p>Further, a built canal will create both recreational and leisure assets as well as improving people's well-being.</p> <p>Finally, a built canal will create wildlife habitat assets and increase biodiversity</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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199	Mr J	Hemper	1	<p>It is great to see that the protected route of the canal has been included in the plans and it is essential therefore that the construction of the canal should be part of the Eastern Villages infrastructure.</p> <p>It has been proven and seen in many places that canals create fantastic opportunities for leisure, recreation, green travel (such as walking and cycling to work for example) as well as providing a natural habitat for wildlife that continues to develop. The canal will add considerable character and charm to the development in addition to all the other benefits it will bring. The developers will benefit directly from the additional interest the canal will bring to the area as well them having a direct opportunity to command enhanced property values as a result.</p> <p>I appreciate that the route of the canal is protected but I think that the construction of the canal should be an integral part of the development as it would be difficult to go back after an elapsed time period and construct it after the development has been completed. Surely the most sensible thing for SBC to do is to ensure that the construction of the canal is mandatory for the developers and that the costs of</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				doing so be borne by them as ultimately, they will be the first to benefit.		
200	Mr & Mrs F	Hewer	1	<p>This is ,in my opinion an excellent opportunity to help reinstate the Wilts and Berks Canal with financial help from the developers involved. Not only will this proposed asset enhance the Eastern Villages with regard to the wildlife and flora it will encourage but will also be an advantage in helping to drain water from the surrounding proposed development. As keen boaters ourselves, we are well aware of the financial benefits such a project can bring to the area. Looking further ahead, when this link of the Wilts and Berks canal is completed it will be possible to navigate the waterways from the K&amp;A to the Thames at Abingdon.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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201	Mr and Mrs D	Green	1	<p>We are pleased to hear that the proposals for the " New Eastern Villages" will include a GREEN CANAL CORRIDOR such a positive step as this will benefit the COMMUNITY as a whole by providing excellent recreational facilities. For example, as well as narrow boating and the wild life environment there would be the facility for walking, cycling, jogging, canoeing and a wide beam charity boat for disabled and disadvantaged people.</p> <p>The canal will also make the surrounding area a far more desirable place to live, offering a quality environment for present and future residents. It is not unreasonable to believe the canal would also add EMPLOYMENT opportunities for the area.</p> <p>For the above reasons, which are only some of the benefits to the area, we URGE YOU TO ENSURE THE CANAL CONSTRUCTION IN THE NEW EASTERN VILLAGES IS PART OF THE INFRASTRUCTURE DEVELOPMENT.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
202	Mrs L	Derbyshire	1	<p>I would like to make a few comments in support of the recreation of the Wilts &amp; Berks canal in the eastern villages development. Now that so much more open farmland is to be built on, I think it is very important to include some recreational and leisure facilities in the development.</p> <p>1. Restoring/recreating the canal through this area would provide flood relief as well as land drainage.</p> <p>2. It will create recreational and leisure activities for a wide section of the community.</p> <p>3. It will also open up a haven for wildlife, which will have been decimated by the development of houses and infrastructure.</p> <p>4. I think that the developers should fund these enhancements for the general public</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
203	Mrs & Mrs	Hutchinson	1	<p>As a supporter of the Wilts and Berks Canal Trust I am pleased to see the protected canal route has been included in the plans. I also feel that the actual construction of the canal should be included in the plans and funded by the developers.</p> <p>As well as the amenity value for the local residents, a canal would make a lovely distinctive character to the New Eastern Villages and would increase the values of the properties, as canals have in other locations. A canal would also create wildlife habitat and increase biodiversity and also offer opportunities for flood relief and land drainage.</p> <p>In the longer term, when the Wilts and Berks Canal becomes a through waterway, it will bring a lot of commerce to the area.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
204	Mrs J	Bye	1	<p>I am pleased to see that the protected canal route has been included in the above consultation document. I firmly believe that this canal should be constructed within the New Eastern Villages Infrastructure and funded by the development company. As can be seen from Wichelstowe, where a length of canal was built by the developers, the whole residential housing area has been enhanced leading to increased interest in the Eco structure and wildlife of the surrounding environment. This benefits both the health and happiness of residents and the uplift in property prices boosts the profit margin of the developers making it a financially worthwhile project. There has recently been published a Derby University study reading as follows: A recent analysis of a large-scale nature challenge scientifically shows how important feeling part of nature is to our physical and mental health.</p> <p>Such a wonderful opportunity to include the building of the canal should not be missed. It would enhance the whole area of the NEV plan setting it apart from other sites by creating opportunities for rest and relaxation and leisure activities, walking, boating, watching wildlife, which are rarely possible on such a large scale development. In these</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				days of decreasing field margins the adjacent plant life of the banks would lead to a beneficial addition for animal and insect habitat and biodiversity. In addition, any necessary land drainage and flood relief plans could be incorporated.		
205	Mr & Mrs D	Birley	1	<p>I am writing to urge that SBC ensures that funding is made available from the start for construction of the canal as an integral part of the Eastern Villages development.</p> <p>Whilst I welcome the fact that there is a designated route for the canal, I think that it is more likely to happen if funding is obtained, so that - as at Wichelstowe - the canal is always seen to be part of the development from the start.</p> <p>A canal should help flood measures and be a great green corridor.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
208	Mrs P	Clover	1	<p>There is a line of the old Wilts and Berks canal running through the proposed area and this gives a wonderful opportunity to add something different to the area, in terms of heritage, recreation and land use. It will increase an area a natural habitat also, with water.</p> <p>I understand that the canal route has been protected but it would make sense to include provision in the Section 62 for funding the route and making it an integral part of the area, adding character and VALUE to properties - we know that water and space around does this - with the added benefit for residents of linked walkways/cycle paths away from busy roads.</p> <p>The established water course will also potentially assist with flood and land drainage - quite a consideration nowadays and can be readily included in plans for the site at this stage of development.</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
209	Mr B	Pilcher	1	<p>Thank you for the opportunity to comment on the proposed New Eastern Villages development. Bearing in mind the increasing need for housing, schooling and employment, the proposed is probably as good as it gets.</p>		Noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
209	Mr B	Pilcher	2	<p>I am pleased to see the canal route protected, but in view of the important social amenity and enhancement of property value, feel the canal should be built and funded by the developers as part of the NEV development.</p> <p>It is worth pointing out the canal has potential flood relief and drainage options in what is a comparatively flat and low lying area, not to mention the obvious wildlife benefits to a green-field development.</p> <p>In my view, the canal should be included and built as part of the NEV infrastructure.</p>		<p>Points noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV.</p> <p>However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
210	Mrs A	Jacobs	1	<p>It is good to notice that the planning of New Eastern Villages in Swindon includes the protected canal route.</p> <p>The construction of the canal route must be part of the New Eastern Villages, the cost of which must be borne by the developers. This is the best opportunity to reinstate the canal.</p> <p>The canal is a good way to manage floods and drainage. A canal is a great recreational asset, enhances the environment through enriching the wildlife and biodiversity. Housing near a canal are attractive and in demand.</p> <p>This is the right moment to pull out all the stops to make the reinstatement of this canal happen.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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211	Mr N	Barber	1	<p>The master plan shows the canal safeguard alignment. But nowhere in the draft SPD is there any mention of funding for the canal, as this will be very much a recreational facility , not only for boating but walking and cycling as well as a green infrastructure. I feel that the funding for building the canal should be included in the development.</p> <p>Other places where canals have been renovated have found an increase in tourism and thus an increase in income for the local community.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
212	Mr A	Trinder	1	<p>I have been impressed with the support given over the past years to the restoration of the Wilts and Berks Canal by Swindon Borough Council.</p> <p>With the increasing public interest in the country's canal network (viz the ongoing canal programmes on both the BBC and commercial TV channels) it has to make sense for the work to continue. Once full restoration has been completed the addition of an extra attraction to the town of Swindon must bring significant benefits.</p> <p>Surely the developers of the forthcoming New Eastern Villages need to be required to fund the canal restoration costs along the indicated green canal corridor? Will this requirement be added to the planning approval requirements?</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
213	Mr G	Osborn-King	1	<p>The canal system around Swindon is a fantastic asset both for the community and the ever increasing popularity for locations to stand out from the crowd and for green spaces to be enjoyed by the ever decreasing units of land afforded each new home.</p> <p>I beg you to make it the developers responsibility to both preserve and maintain the green spaces and the route and environs of the canal system which made Swindon great and not have it wiped out under their watch by some mindless development swashing over it.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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214	Mrs M	Brunger	1	<p>I support the Wilts and Berks Canal Trust in their efforts to include the canal in these plans.</p> <p>The NEV development offers the Town an opportunity to include provision for many aspects of the health and well-being of future residents, members of near-by communities, and the wildlife of the area.</p> <p>It concerns me that the proximity of water courses and the boggy nature of the land make it a potential health hazard to the health of its residents - damp areas have been shown to increase the risks to bronchial health and this will be a very real problem. There are other obvious dangers in building on a potential flood area - and great public and government awareness of the dangers of this practice.</p> <p>The very nature of the area which has several water courses, makes it excellent wildlife habitat, and thus must be extremely sensitively developed to recognise this and to encourage, rather than destroy habitats. People moving there must understand that they will be moving to an area where concerns for wildlife are of paramount concern.</p> <p>The water in the area MUST be</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
				<p>managed sensitively, and to the highest environmental standards.</p> <p>The plans which will I assume incorporate extensive systems of pools and appropriate plantings.</p> <p>I support the Wilts and Berks Canal Trust in their efforts to incorporate a large stretch of canal into the plans. It will be an attractive amenity for the residents and will help with water management in the area.</p>		
216	Mrs M	Maynard	1	<p>My comments are specifically with regard to the current restoration of the Wilts and Berks Canal. It is excellent that the protected canal route has been included in this project. To strengthen this approach, I feel that:</p> <p>The construction of the canal must be included as part of the New Eastern Villages infrastructure.</p> <p>When built, the canal will give a distinctive character and a focal point to the New Eastern Villages. In other area, working canals have added to property value, created both recreational and leisure opportunities and improved wildlife habitats. Restoration of this canal could help flood relief and land drainage. Ideally, the canal should be funded by the developers</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
217	Mr P	Wright	1	I would just like to say that a restored Wilts and Berks canal would greatly enhance this scheme and therefore would hope that the developers would be held responsible to cover the costs of reinstatement/new canal sections on any relevant sections.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
218	Mr A	Hay	1	I am very glad to see that the canal route has been included in the New Eastern Villages proposed plans. The canal and footpath alongside may well play an important role in the wellbeing of the community by providing ready access to nature. But I think it's only fair that the cost of building the canal should be born by the developers as a way for them to contribute back to the community.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
219	Mrs L	Cobbett	1	<p>As a Swindonian, born in Moredon, I look forward to any extension of waterways / canal within the area of our now much extended town. Bringing back some of what we have lost. Supporting wildlife and creating a beautiful area within our new area, known as East Wichelstow.</p> <p>Therefore I write in support of the building and inclusion of the canal in East Wichelstowe. My view is that it be funded by the developers. The canal will always support biodiversity.</p> <p>As a member of the canal trust I support any feasible extension to the current canal and look forward to seeing the finished product. I often walk the existing canal and look to the planning committee to take on board my comments.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
220	Mr J	Miles	1	<p>I am writing to you about the consultation on New Eastern Villages, particularly about the construction of the canal through it.</p> <p>Canals greatly improve the environment, for residents and for wildlife. They also increase the value of properties.</p> <p>I urge you to make construction of the canal, funded by the developers, a condition of approval.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
221	Mrs J	Otridge	1	I am delighted to see that the protected canal route has been included in the Eastern Villages Consultation. The construction of the canal must be included as part of this. It offers a wonderful opportunity to make this area a place where people will want to live, giving them a great and unique opportunity for enjoyment and leisure as can be seen where other canals have been renovated or constructed. It will also provide a green space for wildlife, flora and fauna which will be an asset for many years to come. I feel strongly that it should be funded by the developers as it will increase the value of the homes built here and will benefit both the developers and the buyers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
222	Mr P	Tucker	1	Please include mandatory provisions for construction of the restored Wilts and Berks Canal as part of this plan. This canal is an important amenity for the area.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
223	Mr D	Blazdell	1	<p>The route of the Wilts and Berks canal has been safeguarded in the plans, which is very good news. It seems to me that this development brings an ideal opportunity to reconstruct this length of canal at the same time. I believe that there is provision in planning matters to require would-be developers to provide the funds for such reconstruction, if not actually carry out the work.</p> <p>Quite apart from the fact that the reinstated canal would provide a ready-made amenity for the new residents, offering them walking and fishing opportunities, but the wildlife would further add to their leisure experience. Equally important would be the contribution the canal would make to drainage and flood relief.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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224	Mr T	Ritney	1	<p>I am writing to ask will you please give consideration to include funding for the Wilts and Berks canal within the development proposal for the New Eastern Villages as it goes through the planning process.</p> <p>My reasons thus:</p> <p>a. the line of the canal requires protecting, future construction costs funded by the developers to be included as part of the New Eastern Village infrastructure.</p> <p>b. the canal offers opportunities for flood relief, land drainage, recreational areas, wildlife habitats and an increase in biodiversity. It would be a shame to lose this chance for hastening the opening of the Wilts and Berks canal.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p> <p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development. Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
225	Mr K	Vickery	1	<p>I am writing to urge you to include the construction of the new section of the Wilts &amp; Berks Canal in the development of this area, to be funded by the developers in the same way that this was included at Wichelstowe.</p> <p>This canal will provide both diverse habitat for wildlife and recreational and leisure facilities for the residents and other local people.</p> <p>A working canal will increase the value of the properties and so increase the value to the developers.</p> <p>Once completed a working canal will add to the flood relief and drainage provisions in the area as well as providing a distinctive feature to the neighbourhood.</p> <p>In addition to walking, cycling and fishing on the canal, boating will be an option that will allow commercial businesses to be set up, providing employment. Especially when this section is linked up to the existing sections at Wichelstowe and Westleaze. It will ultimately become part of a link between the Kennet and Avon canal and the river Thames, bringing boating holidaymakers into the Swindon area.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
226	Mr M	Iles	1	It would be good if you would make full provision for the building of a new stretch of canal just as was the case at Wichelstowe. The various developers could finance this with a tiny fraction of the profit they will earn.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
227	Mr C	Stirland	1	<p>I was pleased to see that the proposal recognises and includes the Wilts &amp; Berks Canal with your plan and the benefits that it will bring to both local habitants and wildlife. For the new occupants, the canal offers a place of recreation, and facilitates tow path walks, running and cycling along a level off road amenity that people can enjoy so increasing their sense of wellbeing and appreciating more of the local environment in which they live. Here at Devizes the local Town Council has recognised the health benefits that a modern tow path can bring and has invested in and upgraded the tow path through part of Devizes so that Disabled / people with mobility scooters and their carers can also enjoy the benefits of the tow path.</p> <p>Developers will also be able to offer new waterside homes at a premium and for this reason should be encouraged to significantly help finance the revival of the canal along this section. The provision of canal berthing maintenance facilities and water side pub will provide new jobs and additional economic benefit.</p> <p>It has been noted that a canal can provide opportunities to help mitigate flooding in both the immediate and adjacent areas as vast amounts of water can be</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No Title and Initial Surname

Comment No Justification

Proposed changes

Officer response

transported and subsequently dispersed over large areas. Once restored, the canal will provide enhanced biodiversity along its route and protected species such as the great crested newt will have a better place to live.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
228	Mr N	Bailey	1	<p>I was delighted to see that the Wilts and Berks Canal will be part of the Eastern Villages development. Clearly the many extra benefits it will offer have been taken on board. Just up the road in Stroud, the re-build of the Thames and Severn Canal is revitalising it's surroundings. The Wilts and Berks Canal will make the Eastern Villages somewhere special to live, too. But, in just the same way that building the canal and lakes here in Wichelstowe FIRST before the houses started to appear, appealed to potential purchasers; so too must the same process be followed for the Eastern Villages.</p> <p>From 40+ years involvement in both canal and heritage railway restoration, I know only too well how vital it is to get the infrastructure complete first. The costs and complexity of trying to insert a canal into an already built environment just don't bear thinking about. An enthusiastic house purchaser who wants to live by a stretch of canal becomes a complainant of noise, mud dust, heavy transport, you name it when, after living in the house for a few years someone appears to build a canal outside his house. Similarly, the developer should be responsible for providing this infrastructure as part of the overall</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

development of roads drains sewers etc. when they have all the appropriate equipment on site and, thus, avoid extra labour, hire and transport costs.

As an aside, British Marine, in their 2014 report “ Domestic Boating Tourism Market in Great Britain” found that the UK canal network attracted 967,000 holiday makers who spent £336m that year and a third of all boat related holidays were spent in the South West. That is holiday makers ALONE !!

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
229	Mr B	Gribble	1	<p>I am pleased that the route of the Wilts &amp; Berks Canal appears on the proposal for the South Marston Village development and yet have found no reference to it in any of the supporting documentation.</p> <p>May I bring it to your attention that the presence of a waterway going through or close to this development would provide a very appealing amenity to these new villages. Many towns have realised that waterways do add to the quality of life and promote a more active and healthy lifestyle as well as encouraging business growth. The Wilts &amp; Berks Canal would provide a linear recreation and wildlife corridor that would be easily accessible to most of the residents to these villages. This canal vicinity would provide suitable locations for the council to meet its green, recreation and forestry requirements.</p> <p>I therefore suggest that the Council do more than acknowledge the existence of the route of the Wilts &amp; Berks Canal but endeavour to incorporate it into their plans and provide funding to ensure that the canal can be delivered on time with the rest of the development.</p> <p>The restoring of the Wilts &amp; Berks canal provides an opportunity that should not be missed, to build an amenity that cannot be achieved by any other means and at a relatively</p>		<p>Point noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No Title and Initial Surname

Comment No Justification  
low cost

Proposed changes

Officer response



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
230	Mr & Mrs A	Pearson	1	<p>We note in the plan the policy is to ensure that "the associated development infrastructure does not prejudice the delivery of the canal" which suggests to us you are planning to let the development go ahead and then the canal to be built afterwards.</p> <p>However, we are hoping that you have now ensured that the developers are funding it and incorporating it as an integral part of the development - the canal will obviously act as vital drainage for the area and of course it will increase the price the developers can charge for the houses, as they will be much more desirable, both aesthetically and for insurance purposes. This has certainly been the case in other locations, like Wichelstowe. The canal will surely also provide a walking (and cycling) corridor for residents, reducing traffic and offering an habitat for wildlife.</p> <p>You also talk about "safeguarding the route" but it is not clear what this means in terms of the amount of land set aside - a canal would require more than just the width of the water, especially at locks and their pounds. As the route has not been surveyed as far as we can see, it is not clear how many or at which</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
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locations locks would be required.  
This is a cost the developers surely ought to bear.

231	Mrs D	Francis
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I would like to add my voice to the growing number of people who wish to bring a canal back through Swindon. I would have preferred the original route along Canal walk but if that is impossible then I will support the alternative route outlined by the Wilts and Berks canal trust. I lived in Reading when the waterways were reinstated through the town so I have seen first hand the benefits.

Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
233	Mr P	Scatchard	1	<p>Whilst I'm pleased to see that plans for the new Eastern villages include provision for the further incorporation of a new and restored Wilts &amp; Berks Canal, I am concerned that there is no requirement on the developers to fund such building.</p> <p>Given that the line of a future canal has long been protected, this seems a significant oversight, and I would strongly urge that the duty of canal building is placed firmly as a developer responsibility. It is highly likely that the cost of such provision will be recouped by the developers in terms of increased property value of homes built alongside the canal itself, with a tumble-down value improvement working back from the canal-line itself.</p> <p>As is widely recognised, a new and restored canal has enormous environmental benefit, providing a vital 'green corridor' for wildlife and wildlife propagation, and the introduction into canal-areas of a wider diversity of plant and animal life.</p> <p>In addition to such benefits, canals provide significant recreational benefits to humans too, of course, with access for walkers, cyclists and horse-riders well separated from the dangers, pollution and general</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p> <p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

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				<p>detrimental impacts of motorised land-vehicles. Plus aquatic activities in an area general currently badly bereft of such opportunities.</p> <p>There is also considerable potential for flood-relief in a properly considered and built canal.</p> <p>All of this means that the building of this section of the W&amp;B Canal should be an enforceable part of the infrastructure required of developers, and I would strongly urge the Borough to include this in any building consents granted..</p>		
234	Mr R	Hacker	1	<p>In June of 2015 the Wilts and Berks Canal Trust lodged an objection to the outline planning application for the Lotmead development (S/OUT/15/0753) referencing key issues including a lack of evidence that the canal line would be adequately protected in compliance with Local Plan policy EN11 and a real conflict between the proposed revision to the canal line and the developer's proposal for flood storage excavations in the river valley. There has been no progress since then on the specific application. This branch therefore welcomes the supplementary planning guidance in so far as it can assist resolution of the differences and result in a better development.</p>		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
234	Mr R	Hacker	2	It is well known that green spaces which are associated with water bodies are very popular with general public seeking a refreshing and healthy environment. In fact about 95% of people enjoying the canal environment are on the land; walking, cycling or just relaxing.		Points noted.
234	Mr R	Hacker	3	<p>A canal is also an attraction to potential house buyers. Studies carried out in the UK for the Canal and River Trust show that the proximity of a canal can increase the value of a house by 20%.</p> <p>Construction of the canal at the time of building development will make available additional fill material for raising the areas that can be built on and will help solve the drainage and flooding problems, all to the benefit of the developers.</p> <p>In summary, this branch supports the implementation of the design guidance; supports the strengthening of the implementation of policy EN11; supports the case for drainage and flood relief works; and strongly recommends the construction of the canal as a part of the development scheme, funded by the</p>		Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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235	Mr D	Morin	1	<p>In a friendly living environment, we need water, bridges and pathways etc. In some places, they even put viaduct and pretend that there is water under it... We need flora and fauna and this is exactly what you allowed for E. Wichel. The buffer zone between the M4 and the houses, the one side of the canal for flora and fauna and fish in the water too. The other side, a canal walk and around the lakes, even with viewing stands over the water. They are being used by the people, let me tell you... and needed.</p> <p>I fail to see that the same or similar set up would not apply for the rest of the canal going through the "New Eastern Villages" You did well in E. Wichel, why not carry on? This is an investment for the people of Swindon. Of course, the canals of England are a British Heritage and the other side of the coin... an industry. It will bring in revenues for the city and offset the cost from the tax payers, an investment on the long term and the developer should also contribute for the right to make money...</p> <p>I urge you to let the canal through in a most efficient and pleasant way for the people of Swindon. It is simply an investment.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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236	Mr A	Rawlins	1	I am a great fan of the Wilts and Berks Canal, part of which runs just down the road from me, and I very much support the protected canal route in the Eastern Villages plan. Swindon is crying out for more such features and the way in which the canal has enhanced the new Waitrose in Wichelstowe is a great example of why as much support as possible should be given to reconstructing the canal. I would ask you to ensure that the chosen contractor is obligated to fund the canal going through the development. I am sure that they will recoup their investment via an enhanced demand for houses benefitting from the canal.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
237	Mr D	Weatherley	1	I feel strongly that the developers should finance the restoration of the canal through this area. It would be a great enhancement of the surroundings, to the advantage of future residents and the value of their properties. This has been demonstrated in the Southern development near the M4. It will also contribute to the overall restoration of a historic waterway.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
239	Mr K V	Welch	1	Whilst I appreciate that this is a policy planning document that, once approved, will enable developers to submit proposals for the new eastern villages development I am somewhat concerned that, whilst the document shows the proposed route of a reinstated Wilts & Berks Canal as a green canal corridor, it does not does not include a requirement for developers to make provision within their projected schemes for the funding of the new canal or the associated infrastructure.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
239	Mr K V	Welch	2	<p>Whilst it is good that the route has been protected within the plan it is also important, given the recent climatic changes that have seen mass urban flooding in recent years, that its construction must be included within the infrastructure to provide opportunities for flood relief and land drainage as well as providing a distinct green wild life corridor at the edge of what will be an extension to the existing urban sprawl. It would also provide an outdoor gym, which at these times when obesity is a growing problem, that is becoming an essential requirement for all residential development thereby helping to reduce costs to the NHS as well as uplifting the values of those properties adjacent to it.</p> <p>I would therefore welcome your confirmation, at the appropriate time, that the final plan will include a requirement for each developer to construct the canal as part of their individual projects.</p>		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p> <p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
240	Mr A	Lance	1	<p>I very much welcome the inclusion of the canal line in the consultation document, but note that the document does not include the requirement for the proposed development to make provision for the funding of the building of the canal or its infrastructure. In my view the construction of the canal in New Eastern Villages should be an enforceable part of the infrastructure development, with the canal being built as part of any built development and funded by the developers. I see this as a normal type of "planning gain" required of developers on any major civil infrastructure project. Given the number of houses proposed for the NEV and the profits thereby accruing to the developers, I do not consider this an unreasonable demand.</p> <p>Otherwise I see the existence of the canal as offering opportunities for flood relief and land drainage, as well as an excellent opportunity to make a distinctive character for the NEV. Working canals in other locations have created property uplift and should do so here as well. A built canal will create both recreational and leisure assets as well as improving people's well-being. A built canal will create wildlife habitat assets and increase biodiversity. The canal will also</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p> <p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

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				provide useful additional employment in the service sector once it is a going concern.		
241	Mrs F	Budge	1	<p>I have looked through the documentation for the Swindon New Eastern Villages Development and I am very pleased to see that the protected canal route has been included. The canal will be an attractive feature for the development enhancing the recreational opportunities for the residents and improving the flood defences for the properties. Much of the area is in the flood plain of the River Cole and its tributaries, many of which are prone to flash flooding such as the Wanborough Brook. The canal can be engineered to provide flood storage ponds and balancing capacity to further enhance the area, create wildlife habitats and provide an environmental corridor. All around the country there are examples of canals regenerating areas and creating added values to properties and leisure facilities. Given the enhancements in property prices and other advantages created by the canal I hope the developers will be encouraged by the Council to include the construction of the canal within their plans.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
241	Mrs F	Budge	2	I notice in the south of the development there is a primary school located next to the canal and question the wisdom of this, given that younger children are less aware of the dangers of playing close to water. A small adjustment in the location of the primary school would surely be sensible.		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
242	Mr S	Fisher	1	<p>I make the following comments about the NEV consultation with particular reference to the Wilts &amp; Berks Canal, which is being restored across this site. Much of its original line through the centre of Swindon (although to the north of the village at the time it was built) has been lost under subsequent development. Thus, restoration is following a new line to the southeast of Swindon, developers at Wichelstowe having already funded some 2km which has been built to the south of Swindon. Waitrose have located themselves next to the canal deliberately, canals and quiet boats being popular with the public.</p> <p>When completed, the canal, with the Kennet &amp; Avon Canal and River Thames, will form one of the most popular cruising rings in the country, mostly rural and within easy reach of the capital.</p> <p>The NEV will be a great spread of houses with little character. They will need something like the canal to make them more than just a sprawl, as did Wichelstowe. Apart from Steam, Swindon itself lacks character, which the canal can add. Banbury could be cited as a town with similar problems.</p> <p>The summit for the whole canal, falling to Abingdon, Semington and Cricklade, will be by junction 15 of the M4, next to the NEV. You need</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				<p>to remove floodwater coming down from the south and we need all the water we can get at this point in order to be environmentally friendly and pump as little as possible. This offers a win-win situation.</p> <p>You should be seen to be supporting very conspicuously this project which is Britain's major canal restoration scheme, being undertaken by volunteers.</p>		
243	Mr J	Bower	1	<p>&gt; I was pleased to see the line of the Wilts and Berks canal included in the development plans but puzzled as to why such an opportunity for the developers to fully reinstate the canal was being missed.</p> <p>&gt; The ecological and leisure benefits of a reinstated canal cannot be over estimated along with the advantages to be gained for flood relief and water management.</p> <p>&gt; A reinstated canal would give a focal point and add character to a huge new development when such things often seem bleak and without heart.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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244	Mr C	Toomey	1	<p>I am pleased to see that plans are in place to retain the route of the canal in this development, and I feel that this approach will be a wonderful addition to the amenities and character of Swindon and the surrounding area. To have a fully functioning waterway that is connected to the canal network going through Swindon will, I believe, make the town more attractive and also create a wonderful magnet for wildlife, adding character and appeal to the area. I believe, however, that the developers should be required to fund, or at least contribute to, the construction of the restored canal, as this will enhance the development and also help to provide essential flood relief and drainage to the area.</p> <p>I do hope that the canal is fully restored through Swindon, as I have seen what a great facility this can be, both aesthetically and in terms of the leisure facilities it can provide and the commercial cash generation potential when I visited Birmingham</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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245	Mrs A	Lees-Smith	1	<p>As a regular waterways user I was glad to see that the canal route has been protected but I believe that the proposed development offers opportunity for so much more! And that the construction of the canal should be included as part of the New Eastern Villages infrastructure. The developers will benefit from higher property values with the waterside location and therefore the canal should be funded by the developers. They will receive other benefits as the that the canal offers advantages for flood relief and land drainage that they would have to put in anyway.</p> <p>Over the bank holiday weekend I have travelled, by boat, through Leamington Spa and Warwick and the development around the waterways is very impressive and provides a pleasant place to live and work and it provides a green corridor, for people and wildlife into these large towns. A canal offers an exceptional opportunity to make a distinctive character for the new Eastern villages where I am sure the future residents will embrace the canal as closely as those who live at Wichelstowe. A built canal that when joined to the National network will create both recreational, leisure, business and employment opportunities as well as improving</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



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				people's well-being		
				I hope that the canal construction can be included in the new proposals		
246	Mr P	Evans	1	<ul style="list-style-type: none"> <li>•It's very good to see that the protected canal route has been included</li> <li>•The construction of the canal must be included as part of the New Eastern Villages infrastructure</li> <li>•The canal should be funded by the developers</li> <li>•The canal offers opportunities for flood relief and land drainage</li> <li>•The canal offers a wonderful opportunity to make a distinctive character for the New Eastern Villages</li> <li>•Working canals in other location have created property uplift, and will do so here as well</li> <li>•A built canal will create both recreational and leisure assets as well as improving people's well-being</li> <li>•A built canal will create wildlife habitat assets and increase biodiversity</li> </ul>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
247	Mr A	Bradbury	1	I think that it is very important that the funding is provided for the building of the Wilts & Berks canal within the New Eastern Village development. This would be a huge benefit towards the aim of restoring the canal and I think it would be a great asset for the community helping to create a unique biodiversity for both wildlife and people,		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
248	M	Bray	1	I write in support of the inclusion of the protected canal route in development proposals for the New Eastern Villages.  As someone who has worked in this part of Swindon, I know the area well, and am convinced that a working canal would be ideal as part of the recreation and leisure assets fundamental to this type of development. Furthermore, working canals have already been shown to create a property uplift in other locations.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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249	Dr R	Keith	1	<p>I am very pleased to see that the plans for the New Eastern Villages include the proposed canal route. The local advantages to recreational activities and biodiversity, will also present interesting development opportunities.</p> <p>Shouldn't the cost of constructing this 7 mile length of canal be included as part of the infrastructure required?</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
250	Mr P	Hills	1	<p>It is good to note that the canal line is to be protected.</p> <p>The re-construction of the Wilts &amp; Berks canal will have a profound impact on the whole of the Swindon region. In the same way that restoration of the canal network has had a profound impact in Banbury, Stratford, Reading, Newbury and Bristol to name just a few.</p> <p>It will create a number of new narrow boat cruising rings when in due course the Cotswold canal project comes on line. Tourism will flourish.</p> <p>It will become a wonderful resource for walkers, anglers, cyclists, schools, environmentalists and more.</p> <p>However, the only way the bulk of the canal line can be restored is if local councils mandate that developers budget for the reconstruction as part of their tenders. I urge you to insist on this for the benefit not just of canal lovers but for the whole of the community.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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251	Mr B	Humphries	1	<p>The eastern village development provides SBC with an outstanding opportunity to secure funds from the developers to speed the opening of the restored canal. The many strategic and localised plus points of the restored canal are well known both to the town as a whole, and to the NEV initiative. This one off opportunity needs to be embedded by SBC into the developers planning applications.</p> <p>Please make the most of this at the early stages of the planning process.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
252	Mr S	Adkins	1	<p>I am pleased to see a provision for a canal, however I see no note stating the developers must pay for it. I believe in doing so it will guarantee its completion. And in tandem it will enhance the development so I'm sure this will deliver greater returns for the developers.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

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253	Mr B	Jones	1	<p>As a concerned canal restorer, it has come to my attention that you are not including the canal into costs of the development through which it runs.</p> <p>Although good to see that the canal's line has been protected, it's vital that canal's construction costs be included as part of the New Eastern Villages infrastructure by the developers. This makes economic sense since it is a fact that properties beside canals increase in value by 15-20%, so the increased prices would provide the funding to do this.</p> <p>The canal's restoration will provide all important flood relief and drainage.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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254	Mr L	Walker	1	<p>While I acknowledge that provision has been made for the projected route for the Wilts &amp; Berks Canal - which I welcome - I am surprised and disappointed to note the absence of obligations on the developers to make full provision for the canal as part of the infrastructure.</p> <p>It is clearly more cost-effective and less disruptive for the canal through the area to be constructed at an early stage, and given the enhanced property values arising from proximity to the canal I consider it perfectly sensible for the developers to fund this work.</p> <p>I understand that there will be a need to make provision for land drainage in the area as part of the development, and I am sure that the canal can perform a useful function in attenuating storm water flows. This should be investigated and designed-in to the development at this early stage, to the benefit of the new residents and occupants of the area.</p> <p>The presence of the canal in the area is a great asset to the character of the proposed development - but it needs to be constructed and watered for it to add landscape and economic value. The Masterplan</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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			<p>presents the canal as a strip of water on the map.....but the present documents fail to ensure that channel is formed, and watered.</p> <p>For the avoidance of disruption at a later stage, the obligations on the developers for Road Infrastructure should include for bridges over the projected canal line with adequate headroom for walkers on the towpath and boats on the canal.</p> <p>The NPPF, as I am sure you are aware, reminds Planners of the need for green infrastructure for the positive impact it brings for ecology and for human recreation and well-being. The Canal has the potential to be a very significant and valuable element of the green infrastructure for this development - but it needs to be built as part of the development to deliver that positive impact.</p>		



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
255	Mr L	Finnegan	1	<p>I have toiled nearly every weekend for over 20 years to upkeep the canal in the Chippenham and Foxham areas and have built locks, bridges and spill weirs and I would hate to think that all our efforts would go to waste. The consultation should include the canal for the following reasons</p> <ul style="list-style-type: none"> <li>•It's very good that the protected canal route will be included</li> <li>•The construction of the canal must be included as part of the New Eastern Villages infrastructure and be funded by the developers.</li> <li>•The canal will offer opportunities for flood relief, attenuation and land drainage as it does already in the Christian Malford area.</li> <li>•The canal offers a wonderful opportunity to make a distinctive sought-after character for the New Eastern Villages</li> <li>•Working canals in other location have created property uplift, and will do so here as well.</li> <li>•A built canal will create both a recreational and leisure asset.</li> <li>•A built canal will create a wildlife habitat corridor and will increase bio diversity.</li> </ul>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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256	Mr & Mrs C	Hopkins	1	<p>Although I do not live within the Swindon Town area, we are very close on your eastern boundary and personally do a lot of shopping and entertainment visits to Swindon. I have been an active member of the Kennet and Avon Canal Trust for many years and also a member of the Wilts and Berks Canal Trust for a number of years as we are very keen to see it progressing although I may not be able enough to use it by the time it is completed.</p> <p>That said, we are very supportive of your proposed plans as they seem very well thought out generally and in particular with regard to the construction of a very important piece of the canal.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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257	Mr R	Martin	1	<p>It's very good to see that the protected canal route has been included in your consultation, however I feel that the construction of the canal must be included as part of the New Eastern Villages infrastructure.</p> <p>The canal should be funded by the developers. As there is a perceived desire for a development to include a 'water feature, this would be to their advantage in future sales and the canal offers a wonderful opportunity to make a distinctive character for the New Eastern Villages. Working canals in other location have created property uplift, and will do so here as well</p> <p>From the council's perspective the canal offers opportunities for flood relief and land drainage and environmentally a built canal will create a wildlife habitat asset and increase biodiversity. A built canal will create both recreational and leisure assets as well as improving people's well-being.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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258	Mrs D J	Martin	1	<p>It's very good to see that the protected canal route has been included in your consultation, however I feel that the construction of the canal must be included as part of the New Eastern Villages infrastructure.</p> <p>The canal should be funded by the developers. As there is a perceived desire for a development to include a 'water feature, this would be to their advantage in future sales and the canal offers a wonderful opportunity to make a distinctive character for the New Eastern Villages. Working canals in other location have created property uplift, and will do so here as well</p> <p>From the council's perspective the canal offers opportunities for flood relief and land drainage and environmentally a built canal will create a wildlife habitat asset and increase biodiversity. A built canal will create both recreational and leisure assets as well as improving people's well-being.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
260	Mr & Mrs A	Cox	1	<p>We are very pleased to see that the restored line of the Wilts &amp; Berks Canal is to be included in the new Eastern Villages Development.</p> <p>It will be an important addition to the development in terms of leisure, a green corridor, a wildlife haven and as part of drainage management.</p> <p>As such it needs to be an integral part of the development and not just an add-on to the plans.</p> <p>The growing popularity of canals for both leisure and biodiversity means that it will contribute hugely to the character of the development and the well being of the families living there.</p> <p>Bearing this in mind we hope that funding will be available from the developers so that restoration can go ahead while the rest of the development is being built.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
261	Mr G	Eckersley	1	<p>As a member of the Wilts &amp; Berks Canal Trust I am very pleased to find that you have made provision for the canal to be provided for in the New Eastern Villages Development. I am however very disappointed to find that no provision has been made for the funding of the building of the canal or its infrastructure.</p> <p>This is a unique opportunity to enhance the whole development and I am asking that the construction of the canal and its infrastructure is financed by the developers.</p> <p>There are many advantages for the canal being included:</p> <p>1) it will create a wildlife habitat and increase biodiversity</p> <p>2) it will provide a recreational and leisure asset for the residents</p> <p>3 ) it will provide an opportunity for flood relief and land drainage</p> <p>4) it will greatly help the WB &amp; CT in their ambition to restore the canal between Semington and Abingdon</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
262	Mr A	Dingle	1	<p>I was particularly pleased to see that the protected canal route for the Wilts &amp; Berks canal had been included and feel very strongly that the construction of the same must be included as part of the infrastructure and that the funding should be included within that development.</p> <p>Having watched similar projects come to fruition over the decades (e.g. The Kennet &amp; Avon canal) the benefits to the community are most transparent; not only does much of the community, of all ages and backgrounds, enjoy the health and well-being benefits of being on or beside the canal, but it also provides the discreet but essential benefits of drainage, flood prevention and countering soil erosion. The canal itself will also produce a boon to the habitat and biodiversity of our wildlife, with minimal impact from chemical fertilizers or pest controls. The whole project also provides employment for a good number of people as well as an educational facility for our children.</p> <p>Well done to Swindon planners for grasping the nettle - you have the communities' thanks and support.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
263	Mr T	Peacock	1	<p>I am delighted to see the course of the Wilts and Berks Canal protected in the Local Plan 2026 Policy NC3. The canal will undoubtedly be an important part of the distinctive character of NEV. It will also clearly contribute to the NEV leisure and recreation facilities, “green infrastructure”, wildlife habitat and biodiversity. I am therefore surprised not to find it mentioned in connection with any of those goals and requirements in the SPD.</p> <p>Furthermore, given the potential for roles in flood mitigation and drainage, a working canal segment should properly be considered part of the infrastructure. Flood mitigation and drainage must be considered as a complete system and developed in an integrated plan.</p> <p>Setting the canal outside the provision for infrastructure actually creates a potential conflict which could prejudice its delivery, contrary to the SPDs stated aims. Therefore, as a significant part of the infrastructure, canal construction should be included in the plan, greatly reducing such potential. Provision for funding must be made, and should fall upon the developers. No doubt developers will object to this, but they should note that a working canal is likely to increase</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



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				<p>the desirability of housing and thus the prices.</p> <p>The planned canal segment is a part of so many goals that this in itself justifies its inclusion as an integral part of the plan, rather than as the appended concession it presently appears to be.</p>		
264	Mr R	Hemingway	1	<p>As a member of the Wilts and Berks Canal Trust, I welcome the provision of a protected route for the canal. I would like to make the following points, however:</p> <ul style="list-style-type: none"> <li>•The construction of the canal must be included as part of the New Eastern Villages infrastructure</li> <li>•The canal should be funded by the developers</li> <li>•The canal offers opportunities for flood relief and land drainage</li> <li>•The canal offers a wonderful opportunity to make a distinctive character for the New Eastern Villages</li> <li>•Working canals in other location have created property uplift, and will do so here as well</li> <li>•A built canal will create both recreational and leisure assets as well as improving people's well-being</li> <li>•A built canal will create wildlife habitat assets and increase biodiversity</li> </ul>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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265	Mr R	Whitfield	1	<p>I welcome the inclusion of the protected canal route through NEV and wish to add my own comments . Such a canal will greatly benefit land owners , developers, the environment agency, Thames water and the general public. I often travel around the country and see how the provision/ restoration of waterways encourages new wildlife habitats and ecosystems. A canal will aid water management along the flood plain and give a distinctive character to the area with an appropriate uplift to land and property values. Residents will benefit from leisure and recreation opportunities and further improvements to their health with less risk of inundation to their homes in an area known to regularly flood.</p> <p>For these reasons I believe the Canal provision should be included in the infrastructure and funded substantially by the developers.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
267	Mr R	Pawsey	1	<p>Having been working for nearly 30 years to help preserve and restore the route of the Wilts &amp; Berks Canal, it is most encouraging to learn that a protected canal route has now been included in initial plans for the New Eastern Villages. This new section of canal would link with that already established and successful in the Wichelstowe area, and would enhance the facilities in the southern and eastern parts of Swindon as it develops.</p> <p>Having identified and protected a route for the restored canal in the area, it is essential that the actual construction of the new length of canal is provided for financially by its inclusion in the plans for the New Eastern Villages, and that matters are organised so that its construction is funded by any developers as a result of arrangements with them for financing the construction and infrastructure of the Villages themselves.</p> <p>I trust therefore that the current Consultation Document will be modified subsequently to include a requirement for the proposed development to make provision for the funding of the building of the canal and its infrastructure by the developer(s), as regrettably, this is not currently included.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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269	Mr J	Macdonald	1	<p>As a Swindon borough council tax payer I wish to request that a condition of the development of the new eastern villages includes the requirement for canal building and infrastructure through the development land this should link with the canal constructed as part of the Wichelstowe development.</p> <p>The canal would create a leisure opportunity and improve biodiversity with habitats for wildlife.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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270	Mr G	Perry	1	<p>As a member of the Wilts and Berks Canal Trust, I am pleased to see that both the line of the canal through the proposed area of development and access to allow its construction will be protected. I note that this is further acknowledged in the Draft Village Proformas and Infrastructure Requirements document, for the villages of Lower Lotmead and Foxbridge. It has been omitted, however, for the villages of Lotmead Village and Redlands, both of which appear to border the canal. This needs to be addressed.</p> <p>As the canal is capable of assisting in the water management in an area crossed by both the River Cole, a regular source of flood warnings by the Met Office, the Dorcan brook and numerous smaller water courses, it is clear that it should be included as part of the infrastructure of the development. It will also add vital green space and leisure facility to the area.</p> <p>It is also an established fact that the presence of a canal adds to the value of neighbouring properties and, when fully open, can provide income to the local economy both through tourism and by providing employment.</p> <p>Based on the above it seems</p>		<p>Points noted.</p> <p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development. Therefore we are happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, the Council cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p> <p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				<p>obvious, to me, that the canal should be built as an integral part of the development of the area and as such needs to be funded in whole by the development itself. Such a scheme is currently going through the planning process at Melksham.</p>		
271	L	Etheridge	1	<p>Whilst it is pleasing that the protected canal route has been included I am very disappointed to see that the construction of the canal has not been included nor is it suggested that the canal should be funded by the developers. Given the opportunities for flood relief and land drainage this seems a significant oversight particularly as waterways significantly enhance property values and thus the developers potential profit. Canals provide a very valuable community resource where people can exercise through walking, running and cycling in a safe environment. Equally canals provide wonderful opportunities for wildlife habitats and increased biodiversity. Please do ensure that this opportunity maximizes its potential to enhance the area.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
272	Mrs H	Garfitt	1	<p>I am writing to express my alarm that your consultation document for the Eastern Villages simply defines and protects the route of the agreed 'replacement Wilts &amp; Berks Canal'. There appears to be no provision for including its construction/existence within the total package, including 'social benefits etc.', that the eventual developers of the Eastern Villages will be required to fund.</p> <p>A canal in the locality provides obvious synergies for land drainage and flood relief (a very hot topic, after the last few months!) in such a large-scale development. To get the maximum benefit, it is surely clear that the canal bed has to be designed and built as an integral part of the total infrastructure of the area.</p> <p>The eventual developers of the area will clearly benefit very substantially from the very 'different' character that the canal will give to the location, allowing a market premium to be charged for many of the properties. Potential residents will surely be attracted to an area with such a picturesque element to it: but not only are canals pretty, they are also invaluable for active and passive recreation/leisure activities of the nearby human population, and for raising the overall range of biodiversity and of habitats for the</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				non-human population.  Given the choice, many people would prefer to live in such an interesting area. Surely the developers should be asked to contribute directly to its creation?		



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
273	Mr & Mrs H	Holmes	1	<p>I believe that as part of the Eastern Villages development there is a wonderful opportunity to develop a significant stretch of the canal, thus bringing closer the full restoration of the Wilts &amp; Berks canal. It is pleasing to note that the protected canal route has been included in your plans and therefore needs to be completed and funded as part of the Eastern Villages development plans. I am very keen to see this happen as linking up with other stretches of the canal to exciting places can only be a positive step for the borough of Swindon.</p> <p>Firstly, on a practical level this will provide opportunities for flood relief and land drainage in the area. A fabulous example of this is how the land has been developed is in the East Wichel area. Providing a practical solution to flooding whilst adding to the natural beauty of the area.</p> <p>Secondly, as a part-owner of a canal boat I am fully aware of the increase in tourists this will bring not to mention supporting local business and no doubt creating jobs in the area. It would be both brilliant and brave to support the further restoration of the working canal, putting Swindon on the map, in a positive way, with boating community and tourists alike. Not only adding to the beauty of</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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			<p>Swindon, but also increasing biodiversity and creating a wildlife habitat where animals and insects can flourish.</p> <p>I have only lived here for 2 years this September, moving from Cumbria. Local people seem amazed that I would move from a beautiful corner of country to somewhere like Swindon. My family and I really like this beautiful part of the country too, but Swindon does seem to have a bit a bad reputation, for which there seems little justification. Maybe a new smart canal is just what the town needs, putting us on the map with other smart towns in the area. By allowing us to compete with the likes of Marlborough, Devizes and Bath and attracting new shops to the area people will flock here to spend their money rather than travelling further afield. A little TLC and a bit of a makeover in the form of restoring the canal network might just be the ticket.</p>		

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
274	Mr L	Gibney	1	<p>I have briefly studied your plans for the New Eastern Villages and can find no mention that the actual construction of the canal through that area should be undertaken or be funded by the developers as a planning gain which I think should be a requirement.</p> <p>This would ...</p> <p>A. Enhance the recreational amenity infrastructure of the area making it an attractive and better place to live.</p> <p>B. Increase the value of the properties near the canal, particularly when it becomes part of a navigable system.</p> <p>C. Provide for bio diversity and wildlife habitats</p> <p>D. Allow for surface some water drainage from the considerable hard surfaces created by the development.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
275	Mrs J	Pitcher	1	<p>I welcome the statement in the SPD that the route for the Wilts and Berks Canal will be safeguarded and protected from development (PolicyNC3 part d) and that it is ensured that associated development structure does not prejudice the development of the canal, (Policy EN11 part a).</p> <p>I comment that it would be in the developers' interests to fund the restoration of the canal, since an attractive waterway enhances the value of nearby property, and, moreover, has the advantage of fulfilling the planning requirements for land drainage and flood relief.</p> <p>I also remind the Borough Council that it has the duty of enhancing opportunities for healthful outdoor recreation -which a restored canal always does - and promoting wildlife habitats.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
276	Mr R	Walker	1	<p>I have been a long standing member of the Wilts &amp; Berks Canal Trust, and I am emailing you to ask that some consideration be given to a construction of the canal on this development funded by the developers.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
277	Mrs J	Stratton	1	<p>I am pleased to see that the route of the Canal is included in the master plan and safeguarded and protected from development.</p> <p>I would however ask that the canal should be included as infrastructure of the development. The construction of the canal should be funded as part of the contribution to infrastructure costs by the developers.</p> <p>The map shows a cycle route along the canal, and a surfaced towpath would provide that.</p> <p>Green infrastructure is shown in the plan. Provision of the canal as part of the green space will greatly increase the value of it as a diverse wildlife habitat, and quality leisure provision.</p> <p>As has been shown in other places, proximity of a working canal increases the value of housing. It also provides a focus for economic activity and tourist visits.</p> <p>The restoration of the Canal in Swindon could be part of giving the town a distinctive feature, linked to the town's history and meeting today's needs for improving people's well-being.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
278	Mrs M	Marson	1	<p>The only mention of the Wilts &amp; Berks Canal, is the safeguarding and protection from development of the canal's route. Although the NEV Masterplan states that the line of the canal is protected, there is no mention who or how of how the reconstruction will be funded. There is also no indication given as the timeframe for the reconstruction.</p> <p>By including the a construction of the Wilts &amp; Berks canal within the NEV infrastructure Plan, it will create an opportunity to create a unique character for the New Eastern Villages, that is likely to provide an uplift property prices in the area.</p> <p>I suggest that aligning the timeframe for the construction with that NEV infrastructure Plan. If the developers to fund the construction, this will ensure an integrated plan goes forward that includes the canal to be included in flood relief and land drainage plan and landscaping requirements.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
279	Mrs K	Hatton	1	<p>I write in response to the current consultation. I am pleased to note that the route of the Wilts &amp; Berks Canal is included in the development plan as a green corridor but there doesn't seem to be a requirement for the developers to fund any part of the building of the canal and infrastructure. How can this be? A restored canal winding its way through the development would make such a difference to the character of the area –with huge opportunities for recreation and an uplift for the property values.</p> <p>Many towns are now realizing that “Water Adds Value” and are envious of those that could have a canal on their doorstep. An example is Daventry who are so keen to be on a waterway, they plan to build an arm off the Grand Union Canal to run into the town, in the knowledge it will bring more prosperity into the area. New Eastern Villages is lucky that it is situated on the new main line of the Wilts &amp; Berks Canal – the opportunity to develop this fantastic amenity must not be missed.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
280	Mr A	Crafer	1	<p>The New Eastern Villages Planning Obligation Draft in Appendix B paragraph b quotes local plan Policy NC3 and it refers to Sustainable transport. Since the Local Plan was developed the use of Diesel Engines has been called into question and a Diesel Bus based Rapid Transport may now no longer be regarded as sustainable. To prevent future difficulty passive provision should be made for a station on the Bristol to London mainline. In this context it should be remembered that work is underway to reinstate parts of the East West Junction Railway which will result in a train route being available from Bristol initially to Milton Keynes and ultimately to Cambridge. These trains will be capable of providing the service for this development.</p>		<p>Through the Local Plan evidence development for the NEV, the potential for a new station to serve the development was researched. The result of this assessment was that the proximity between the new station and Swindon Station would be too short and being on the London Mainline would cause too much strategic disruption to timetabling to be considered viable for what would be considered a small service patronage.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
280	Mr A	Crafer	2	<p>Swindon will at some point also have to look at the provision of light rail transport within the Borough. Swindon is unlikely to require the heavy type of trams as used in Manchester etc., rather lighter ones possibly single car, and not necessarily on Standard Gauge Track rather metre gauge or the original Swindon Tram Gauge of 3foot 6inches. This narrower gauge will allow tighter bends. To support this, a potential route should identified through the villages. This should include the link road to Commonhead as that would allow the tram route to link with a tram link to the Great Western Hospital.</p> <p>To achieve the necessary provision of space for any future trams would require that the Developers of the villages lay out the provision of services within the road network such that these services are not under the area where rails would be laid. The overall cost of this provision would have minimal impact on the developers if carried out at this initial stage.</p>		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
280	Mr A	Crafer	3	<p>The New Eastern Villages Planning Obligation Draft in Appendix B paragraph d requires that the proposed route of the Wilts and Berks Canal is protected. This statement is made as a standalone statement, whereas it should have been better incorporated into the previous paragraph. That paragraph c contains to important bullet points that the risk of flooding is minimised, this requirement is further developed within the New Eastern Villages Draft Village Proformas and Infrastructure Requirements, incorporating the Infrastructure Delivery Plan requiring the provision of drainage in some cases off site. The simple solution to deliver this requirement is to require the developers to construct the canal this will then provide a simple means of dealing with surface water storage to the benefit of the environment.</p> <p>Paragraph c also requires that biodiversity, including the River Cole Corridor etc. is enhanced the construction of the canal will by its very nature, increase biodiversity as it creates an improved wildlife habitat.</p> <p>Though this on the face of it will cost the developers more, they will make savings on the surface water</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

drainage particularly as they will have a reduced requirement to provide surface water buffer storage. This could have the potential to release some more land for development. Elsewhere in the Country the value of canal side residential properties has risen. With a functional canal the developers could take the opportunity to build properties on the canal side that reflect this enhanced value selling premium houses at an enhanced price. With the canal side location as well comes the opportunity to build houses of individual design which will enhance the village style development that the Borough is seeking.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
281	Mr T	Marson	1	<p>I have seen the above proposal and I would like to comment on the much welcomed inclusion of the canal as a recognised part of the development. I have had a keen interest in inland and inshore waterways for many years and I am proud to be a member of the Wilts and Berks Canal Trust and support their efforts to restore this waterway.</p> <p>In support of the inclusion I would like to say that my experience of canals and inland waterways is that they are very beneficial to the area they pass through. They provide a much needed wildlife corridor and opportunity for bio-diversity at an extremely low rate and maintenance. These benefits feed through to creating an improvement to the area in general, making the region more attractive and increasing value for property owners.</p> <p>As such can I ask that the provision of the canal be included in the development and the developers be required to restore or construct parts of the canal passing through the site. Do not miss this opportunity to enhance and benefit the area for people and wildlife alike.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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283	Mr A	Snowden	1	I would like to make a simple submission advocating that constructive planning and provision for the canal route is included in your plans. The draft documents should be updated to reflect this aspect. Much work has been done to help restore/preserve the canal route and it would be a real lost opportunity if the NEV plans ignored the potential to continue with this work – it provides a wide range of benefits and is the focus of volunteer stakeholders plus of course the recreational, cultural and economic benefits of the improved heritage endeavours.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
287	Mr R	Wilson	1	Please consider including canal restoration in your plans. The canal provides a superb slice of nature in suburbia with access for walkers, fishermen, cyclists and boaters, as well as providing a business opportunity!		Points noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
289	Mr R	Williams	1	<p>The inclusion of a section of the Wilts &amp; Berks Canal in the new housing development at Wichelstowe is an excellent example of a wise and far-sighted planning decision to enhance the environment for the residents and provide additional and sustainable wildlife habitats across the counties.</p> <p>As a supporter of the value that waterways bring to the community, I would urge the Council to compel the developers to include another section of the W &amp; B Canal in the latest plans now as leaving it to some future time probably renders it impossible to achieve.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
290	Mr A	Birkett	1	<p>As the original route of the old Wilts and Berks canal through Swindon is unlikely to ever be restored due to it being heavily built on, I am very pleased to see that the alternative canal route is actually demonstrated within the consultation plans and I ask that it is given full support by the Council to not only be protected, but included as part of any planned construction and for it to be funded by the developers, who, after all, will gain from the feature if it is incorporated well within their design, aesthetically and possibly even technically too.</p> <p>Living in Hampshire, the area I am in is under constant bombardment by developers who are currently delivering nothing in return for the surrounding population to its detriment, and the saturation of housing is choking in its design and construction. To achieve the governments promises for better health, places for activity away from traffic pollution is important and clever thoughtful design needed to benefit not just the developer's pockets but those who will actually live there for the long term future. In my experience wherever there is a waterway in the country, be it natural or manmade, it adds greatly to the area, and in this case it should be strongly supported as an</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
				important part of the Swindon North Eastern Villages future plans.		
291	Mrs T	Boswell	1	Am writing to show full support of the work of the wilts and berks trust and feel confident that you would include on your new eastern villages development the funding required for the canal to be included.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
292	Mr T	Wilkes	1	<p>While it is good to see that a protected canal route has been proposed it is not clear that the construction will be feasible unless included as part of the infrastructure work. Similar proposals in other parts of the country have failed to make progress where the canal work has not been funded by the developers.</p> <p>There are a huge number of opportunities provided by this proposal - flood relief, land drainage, recreational and leisure, wildlife and biodiversity; quite apart from the character that will be afforded. Where sections of the local canal have been included in the development at Milton Keynes a distinctive environment has been created.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
293	Mrs K	Dunn	1	<p>Swindon Borough Council must help with the future development of our canal.</p> <p>Not only is it part of our Heritage which should never have been negated but further development of the canal would bring nothing but good to our town.</p> <p>Beauty, wildlife, recreation, land drainage and flood control would all improve and homes close to the canal would be highly desired.</p>		Points noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
294	Mr R	Wiltshire	1	<p>I am responding to your council's invitation to comment on the proposed protected route for the Wilts &amp; Berks Canal. As a Melksham Town Councillor, my council has been considering the opportunities arising from canal restoration for many years, I represent the council on the W&amp;B Partnership along with your council and many others.</p> <p>Melksham is enthusiastically looking forward to the planning approval of the Melksham Link scheme in May. This will provide the canal link Semington to Melksham, Wiltshire Wildlife are fully supportive as the proposals include a new nature reserve with educational facilities. The town will benefit from rejuvenation of the riverside area, it will provide leisure opportunities for walkers, cyclists, our very strong canoe club, and of course canal boats. Developers across the country are aware of the uplift to property values with waterside schemes, locally they are supportive of current proposals.</p> <p>Your council is taking the first step by protecting the canal route, we in Melksham are convinced that all communities along the 55 mile route can benefit, to make this happen you will need to have financial support from adjoining developments where</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
				values will be lifted by the scheme.		
295	Mrs M	Anderson	1	<ul style="list-style-type: none"> <li>•It is great that the protected canal route has been included</li> <li>•The canal will provide recreational and leisure opportunities for the Eastern villages</li> <li>•The canal will be a boost to property prices in the area</li> <li>•Flood relief and drainage will be aided by the construction of the canal</li> <li>•The canal will give the area a distinctive location</li> <li>•Wildlife habitat will be improved and bio-diversity increased by the construction of the canal</li> <li>•The canal construction must be included in the infrastructure of the Eastern Villages</li> <li>•The funding of the canal should be by the developers</li> </ul>		Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
296	Mr & Mrs A B	Senior	1	<p>Whilst it's excellent to see that the protected canal route has been included in the consultation, I feel that not only should it be included in the infrastructure but that it should also be funded by the developers as it would provide both recreational and wildlife opportunities. It would of course, also give the New Eastern Villages rather a unique and distinctive character!</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
296	Mr & Mrs A B	Senior	1	Pleased to see a section of canal is included in the plans of this development as the prospect of the restoration of the canal between Semington and Abingdon will add so much to the general amenity provided by Wiltshire.		Point noted.
296	Mr & Mrs A B	Senior	2	We are concerned that it does not include the requirement for the proposed development to make provision for the funding of the building of the canal as an enforceable part of the infrastructure development. This seems to be a serious oversight and we would be grateful for your clarification on this matter.		In accord with Policy NC3 and Policy EN11 of the Local Plan, the canal alignment is shown on the draft illustrative Masterplan for the New Eastern Villages. The alignment will be safeguarded and development should seek to protect the integrity of this alignment and its associated structures. The policy also seeks to ensure that associated infrastructure of development does not prejudice the delivery of the canal.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
298	Mr & Mrs J	Pearse	1	<p>Thank you for the opportunity to comment on the proposal.</p> <p>1. We are very pleased that you have protected the route of the Wilts &amp; Berks canal. This is a wise decision, as we ourselves have seen the economic benefits from restored waterways since the 1960s/70s, when we were both young enough to work physically on the early restoration of the Kennet &amp; Avon Canal, the Stratford Canal, and other waterways in the Midlands and North. We cannot think of any restored waterway that has failed to please the local communities, councils, tourist authorities, and other interested parties.</p> <p>2. Usually, restoration is a partnership of volunteers and members of the local waterway Trust, the local authorities along the route, local landowners, developers, and other funding bodies. This is the case with the Wilts &amp; Berks. With co-operation, they can jointly overcome seemingly impossible challenges.</p> <p>3. The Wilts &amp; Berks also offers opportunities for land drainage and flood-relief, as well as providing healthy recreation, and a “green corridor” for town-dwellers and wildlife.</p> <p>4. The New Eastern Villages are</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial Surname	Comment No	Justification	Proposed changes	Officer response
			likely to be attractive places to live, but they would still be enormously enhanced by the benefits of the restored canal. This will give a distinctive character, and in due course would increase the attractions of the area. Usually, this is reflected in increased property values, demonstrating that the effect is real and not just speculative claims.		
			5. The Wilts & Berks restoration ticks all the right boxes: sustainability, biodiversity, human health, wildlife habitats, and community happiness. We put our money where our mouth is as donors to the Wilts & Berks Canal Trust on many occasions.		
			6. Given all the benefits in enhancing the proposed development and its marketability, it is reasonable to expect the developers to make their own contribution to the restoration of this part of the canal. We urge the Council not to miss this opportunity to ensure that funding from developers is part of the scheme.		

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
299	Mr C	Debell	1	With reference to this New Eastern Villages proposal, the canal should be constructed on the line of the protected route & be funded by the developers. They will benefit from the added value & property desirability that a working canal will produce, by creating leisure & recreation opportunities. Building the canal will promote wildlife & assist in preventing floods. Please include the canal as part of any development that is to be built.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
300	Mr D	Wilkes	1	<p>It is good to see that the canal is included in the map and mentioned in the documents out for consultation.</p> <p>I notice that there are a couple of deliverables which would benefit from the canal being built:</p> <ol style="list-style-type: none"> <li>1. Water management</li> <li>2. District heating network.</li> </ol> <p>I would like to suggest that these could be linked more clearly. To me they would both benefit from the canal.</p> <p>Firstly the canal would make a valuable contribution to water management infrastructure. Less obvious but no less significant is the opportunity to use the canal as a linear heat source for water-source heat pump system. If not for the district then at least for public buildings. For reference, there is an excellent example of a water-source heat pump system adjacent to the Spine Road Gateway.</p> <p>I would like to see the plan ensure that the building of the canal be funded by section 106 money arising from the developments. It is an established fact that the build environment is enhanced in value by the existence of restored canals.</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
				They also provide leisure and recreational value as well as improving overall well being in the area.		
301	Mr P	Gilman	1	I have heard about the outline plan for the Eastern development of Swindon, and, as a canal enthusiast, am delighted to see that allowance has been made for the Wilts & Berks canal in the plan. However, funding for the restoration of the canal is only slowly being achieved, and is dependent on seeking individual contributions from various developers – which hopefully will encourage national funding through the HLF! I would therefore like to see the developers making a contribution to the restoration as part of any planning approval. This will be in their interests as a canal will be an attractive infrastructure feature – Bradford on Avon continues to benefit from the activity around the Kennet and Avon.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
301	Mr P	Gilman	1	Please include a requirement in this development proposal to make provision for funding the building of the canal or its infrastructure. I have been involved in the restoration of the Thames and Severn Canal (which in the future could be linked to the Wilts and Berks canal) and have had the opportunity to see how much a local community benefits from canal development, not just as a canal but also as a country foot path and a green corridor. It would be a very great pity to miss the opportunity to confer these benefits on the community you are hoping to create.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
302	Mr J	Nicholas	1	To this end it will be vital that the whole line of the canal be protected from encroachment, and developers should be asked to fund restoration of part of the canal, which should prove to be an attractive feature of the development, bringing a canal link to Abingdon and the River Thames.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
303	Mr S	Panahinejad	1	<p>I am pleased to see that a route for the Wilts &amp; Berks canal has been protected as part of this development. However, I am concerned that there is no provision for funding the actual cost of building the canal.</p> <p>It seems to me that a huge amount of money can be saved by building the canal and associated infrastructure at the same time as the housing developments. The only realistic way to achieve this is by funding it through developer contributions.</p> <p>If the canal has to be built at a later stage, the cost will be higher and there will be additional difficulties relating to plant access to the site and disruption to residents.</p> <p>Opportunities may also be missed to more closely integrate the canal into the development.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
304	Mr J	Elloway	1	<p>Where we live in Stroud there are already huge improvements in the amenities provided by our restored canal even before its proper reopening. We are also aware of the 17% rise in property values here last year which must in part be due to people appreciating the potential improvement to the quality of life that the reopened canal is bringing. But what has happened here has only been possible by the council insisting that development alongside the canal funds the restoration of the relevant part of the canal.</p> <p>I am not a boater of any sort – there are of course plenty of special interests in that area. I am simply a local resident very appreciative of all the benefits, many of them measurable and quantifiable, that the restoration of the canal here has brought. It has been great seeing what has been achieved – and I do hope that you will take the same attitude to development so that ‘our’ canal may be linked with ‘your’ restored canal.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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305	Mr B	Kear	1	<p>I am reassured that the protected canal route has been included. In recent years developers and local authorities have become aware of the real advantages of having a well maintained and well appreciated waterway in their areas, to say nothing of the practical drainage and flood relief benefits, canals, if looked after and maintained bring visitors and employment potential for local people. Money can be brought into a community which would otherwise not be spent. Local people have access to all the benefits which canals bring. A win-win for all.</p> <p>I urge the Authority and Developers to work with the Wilts &amp; Berks to maximize the benefits of this development for everyone.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
306	S	Hillary	1	<p>Concerned that the document does not include the requirement for the proposed development to make provision for the funding of the building if the re-routed W&amp;BCT or its infrastructure.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
306	S	Hillary	2	<p>The construction of this re-routed W&amp;BCT really must be included as part of the NEV infrastructure and the canal should be funded by the developers.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
307	Mrs H	Thomas	1	It is good to see that the protected canal rout is agreed already.		Noted.
307	Mrs H	Thomas	2	A planned canal system will also be a big help in drainage and flood protection. Drainage into the canal must be planned as an entire system and not a series of small SuDs schemes by different developers of small areas.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>
307	Mrs H	Thomas	3	I would also ask that developers provide a major contribution to excavation of the canals, since their large excavators are essential and yet very costly for W&BCT to hire for excavation work. The material can then be used for landscaping work within the development. A major cost saving for both developers and W&BCT		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
308	Mr R	Giles	1	There seems to be no allowance for the canal?		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
309	Mrs C	Bent	1	<p>I was very pleased to head that the protected canal route has been included and understand that it important for the construction of the canal to be included as part of the New Eastern Villages infrastructure.</p> <p>Its presence will increase the appeal of the area for current and future generations, enhancing the status of the town - along with providing environmental benefits for all - people &amp; wildlife alike</p> <p>The commercial effect in other locations in the UK where similar approaches have been taken have been positive</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
310	Mrs D	Crane	1	<p>Please include a requirement in this development proposal to make provision for funding the building of the canal or its infrastructure. I have been involved in the restoration of the Thames and Severn Canal (which in the future could be linked to the Wilts and Berks canal) and have had the opportunity to see how much a local community benefits from canal development, not just as a canal but also as a country foot path and a green corridor. It would be a very great pity to miss the opportunity to confer these benefits on the community you are hoping to create.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
311	Mr D	Eley	1	<p>One particular area where I believe that the proposals do not go far enough is in relation to the “green corridor” that could be created by the new section of canal. Having seen the benefits that such a facility has brought to other areas of the country I am pleased to see that the canal route has been included in the plans. I would urge Swindon Borough Council to go further though and actually include the construction of the canal in this area as one of the planning permission requirements with funding for this to be met by the developers. Building the canal as part of the New Eastern Villages infrastructure will deliver benefits for both residents and the general public through recreational and leisure use as well as delivering an area suitable for wildlife at the edge of the built up area. Furthermore, the canal can be integrated as part of a water management scheme for both land drainage and flood relief.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



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312	Mr P	Smirles	1	<p>As a canal enthusiast of over forty years and as a member of the Thames/Severn and the Kennet and Avon Trusts I feel very strongly that the canal should be a very important part of the development.</p> <p>One has seen the wonderful impact of canals on various localities as a linear park for the use of walking, fishing, cycling and of course boating. The benefits of improved wild life is also an important factor. I feel strongly that the developers should pay to make the canal of prime importance.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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313	Mrs J S	Rylatt-Connock	1	<p>As a member of Wilts and Berks Canal trust and an true believer in trying to leave the world in which I live in a place of health, peace and with a wildlife bio diversity that will sustain human existence, I would like to add my support to the trusts proposal to ensure that the construction of the canal as part of the New Eastern Villages takes place as part of the build development. I was pleased that the protected canal route has been included within the proposals. I would like to confirm that I believe the development will be a better place in which to live both for both the health and wealth of the developers and future owners of the properties and businesses. The canal will offer so much for the area in respect of a haven for local wildlife and plant life - as has been shown by recent local canal restoration.</p> <p>It has been proven that homes alongside canals can command better prices and so the developers will benefit from this extra revenue. The inclusion of the restoration of the proposed canal route as part of the infrastructure of the development could be a positivity for the developers in that they will be creating a natural flood relief area for this part of Eastern Swindon which will be needed as the building of the development will be on the</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				<p>natural flood relief and drainage area of Eastern Swindon. So the inclusion of this within the building requirements will allay the fears of the local residents.</p> <p>The inclusion of the canal within the build, will also give the developers the opportunity to show how they care for the environment that they are building on and in. This, in today's world of environmentalists, will give them a new angle on future developments and ensure that Wildlife, Nature and Human existence live side by side. - Another plus point when they are bidding for future work! - They will have proof of their 'inclusion' policy !</p>		
314	Mrs P	Crabb	1	<p>It would be of enormous benefit if the restoration of the missing section of the Wilts &amp; Berks Canal could be funded within the New Eastern Villages development.</p> <p>Local residents, present and future, would have new amenities beneficial to their health and well-being; and that is just the humans! Wildlife would gain a green canal corridor.</p> <p>Please include the requirement for the new development to make provision for funding of the building</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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315	Mr C	May	1	<p>I am very pleased to see that the route of the W&amp;B canal has been protected in the Local Plan, and hope that the canal will form an integral part of the New Eastern Villages. This should be funded by the developers, as a functioning canal has flood relief and drainage functions as well as recreational uses.</p> <p>The canal will add character and visual appeal to the development, which can only be good for property values in the future, in addition to providing local recreational and leisure facilities.</p> <p>It will also create wildlife habitats and so increase biodiversity in the</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
316	Mr R	Dawson	1	<p>I have read with interest the consultation document that you have published and am pleased to see that the stretch of the Wilts and Berks canal has been included in the plan, forming a substantial part of the Eastern border to the proposed development. Much as I am saddened to see such a large area of virgin farmland being used to expand Swindon further I am encouraged by the inclusion of the canal. However it seems that the developers, whoever they might be, are not being asked to include the funding and building of the canal as a part of their remit.</p> <p>Such a feature would enhance this development in many ways. First it would provide some habitat for the wildlife that will inevitably be disturbed by the building works. It would form a wildlife corridor through the whole area which would benefit a wide range of species including birds, insects, water side animals and aquatic species. The facility would also provide a valuable recreation facility appealing to many interests including walking, running, cycling and water borne activities such as canoeing or rowing. In our modern world which is seeing an obesity crisis and low interest in physical activity this would be a big attraction. In addition it would be a valuable resource to the various</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				<p>schools that are a part of this plan, providing an outdoor laboratory for the youngsters to use as a part of their education. If all of this was not sufficient I believe it would substantially enhance the value of the properties that are adjacent to it which would benefit not only the future homeowners and the developers, but also, the Borough Council, now and continuing into the future.</p> <p>I would respectfully ask that the funding and construction of this stretch of the canal be included in the infrastructure requirements as an integral part of the development</p>		
316	Mr R	Dawson	2	<p>Whilst on the subject I would also ask that the plans include some countermeasures for the current problems of traffic congestion on the A420. In rush hour the queues of traffic currently stretch from the A419 to way past the Shrivenham turning. Additional roundabouts and more traffic will surely result in further deterioration. Last year I was forced off my bicycle by a juggernaut speeding along this stretch of road. The addition of a cycle track alongside would be of great value to the increasing population of Shrivenham.</p>		<p>SBC are working Oxfordshire County Council in assessing the issues along the A420. Whilst no proposals within Oxfordshire are currently proposed, this assessment may result in a potential revision of the Infrastructure Delivery Plan as allowed for in the Supplementary Planning Document.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
317	Mr & Mrs G	Culverhouse	1	With regard to the above consultation, we would like to add our support to the development of the canal as part of the development of the new Eastern villages; this will be a fantastic opportunity to give character for these villages, meaning added value to the area and more desirable properties, plus increased leisure and recreational opportunities. We feel it is vitally important that this is an integral part of any new development.		Points noted.
318	Mr C	Foster	1	I am a member of the Wilts & Berks Canal Trust, I am wiring to support the proposal that for the protected canal route in the new development, this would not only helps the aims of the Canal Trust but give many benefits to the local and wider community creating a leisure facility for everyone, a distinctive feature for the new development with flood relief & drainage opportunities, it would create a wildlife habitat and enhance the new development. Please register my support for this proposal and that the canal should be funded by the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
319	Mr J	Grimshaw	1	Please consider including funding for the restoration of the length of the Wilts & Berks canal in the plan area rather than just a green corridor. Where canal restoration has been carried out as part of a development, the results have always been better for the eventual residents and if the canal is eventually restored throughout it will bring economic benefit to the		Point noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
320	Mr A	Williams	1	<p>I was very pleased to learn that the proposed Eastern Villages development will benefit from a stretch of the restored Wilts &amp; Berks Canal, but believe that the costs of this section must be included in the overall budget.</p> <p>The presence of the working canal will greatly enhance the area and provide benefits in the form of flood relief and land drainage, which alone are excellent reasons for its inclusion as a permanent insurance against local flooding.</p> <p>Additionally, the canal will attract wildlife, provide leisure facilities, boost property prices, and may eventually lead to the provision of a Swindon Marina and another feather in Swindon's cap.</p> <p>If the construction of this stretch of the canal is left to the Wilts &amp; Berks Canal Trust (WBCT) alone, it could take many years before these undoubted benefits are eventually realised.</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
321	Mr D	Booth	1	<p>It is gratifying that the document makes reference to the requirement for so many open spaces and leisure facilities in amongst the need for housing, roads and space for businesses.</p>		<p>Noted.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
321	Mr D	Booth	2	<p>It is wonderful to see that a protected route for the Wilts &amp; Berks Canal has been included. However, the Consultation Document does not include a requirement for the planning of the proposed development and its infrastructure to make provision for funding of the building of the canal. I would suggest that the construction of the canal must be included as part of the New Eastern Villages infrastructure and that the cost should be funded by the developers. The canal would create a beautiful, tranquil setting on the edge of a new urban area, providing recreational and leisure opportunities for all, improving the residents' well-being and generating increased bio-diversity and wildlife habitat assets: a win-win situation for people and wildlife.</p> <p>Throughout the document there are references to flood-mitigation - the construction of the canal offers considerable opportunities for flood-relief and-land drainage.</p> <p>In other locations around the country, a working canals has created an uplift in property-values. It will do so here as well – waterside properties are always in demand. Finally, the canal offers a wonderful opportunity to give the New Eastern Villages a distinctive character – something that the document makes</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
				<p>frequent reference to and something that would be appreciated by both residents and visitors alike.</p> <p>I encourage you to make construction of the canal a mandatory requirement of the development of the New Eastern Villages.</p>		

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
322	Mr & Mrs C	Poore	1	<p>It is very good to see that the protected canal route has been included in the 'Green Infrastructure, Leisure and Heritage' section of Lower Lotmead and Foxbridge villages, Draft Infrastructure Requirements. (The route for the Wilts &amp; Berks Canal will be safeguarded and protected from development (Policy NC3, part d)). Ensure that associated development infrastructure does not prejudice the delivery of the canal (Policy EN11, part a)).</p> <p>The line of the canal appears on other site plans as well as Lower Lotmead and Foxbridge villages but is not in the Draft Village Proformas and Infrastructure Requirements of the other developments. Nothing is mentioned anywhere about construction and funding of the canal.</p> <p>The canal would benefit the area, providing flood relief and drainage and be a huge asset in terms of creating both recreational and leisure opportunities as well as improving people's well-being, creating wildlife habitat assets and increasing biodiversity.</p> <p>Working canals in other locations have increased desirability and property values, and will do so here as well.</p>		Support noted.

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				Given all these advantages, we feel that the developers should be required to fund and build the canal through the Eastern villages development, as have the Wichelstowe developers.		
324	Mr G	Belcher	1	It is exciting to have an opportunity to propel the Wilts and Berks canal through Swindon. Therefore we trust you the council will ensure that the proposed extension is funded by the appropriate building contractors. Swindon is quite drab without a stretch of water running through it - read Reading for a good example of prioritising great landscaping. It must put a few thousand extra pounds on the value of the houses creating a unique housing environment for Swindon.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
325	Mr S	Earl	1	<p>I would like to comment on the development of the New Eastern Village infrastructure.</p> <p>Whilst it is promising to see that the protected canal route has been included in the plans, I do feel that consideration should be also be given to the construction of this part of the Wilts &amp; Berks canal.</p> <p>As someone who has worked in industrial development (and also been a muddy canal volunteer in the past), I know that monies will come from the developers to the Council as Section 106 funding for local infrastructure. As the canal is on the site, then surely the canal should be funded by the developers to the advantage of new residents as well as others from the Swindon Borough area.</p> <p>Also, given the extremes of weather we now suffer, any developments affect flooding, and the canal offers ideal and easy opportunities for flood relief and land drainage in the New Eastern Village area.</p> <p>I'm sure, as canals have in other areas of the UK, that the W&amp;B canal will create property uplift, thus giving even more Section 106 monies to pay for its construction as the Council will no doubt want best</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				<p>value from any properties sold in the New Eastern Village area.</p> <p>One final feature of the canal will be its ability to create wildlife habitat assets, increase biodiversity and provide a wildlife channel through the development area.</p>		
326	Mr A	Merryweather	1	<p>Canal restoration in this country has been such a success that every encouragement should be given to fulfilling the vision of a fully working canal between the Kennet and Avon Canal and Cotswold Canals. The Wilts and Berks Canal Trust are working to this end and need your full support in order to fulfil this grand plan.</p> <p>But this is not simply a Romantic notion. The benefits of such a waterway are many, including recreational, biodiversity, assisting with drainage and flood relief, the encouragement of wildlife and general enhancement of the area.</p> <p>I submit that the proposed development needs to include a canal, paid for by the developer, its presence enhancing the area and making properties nearby more attractive.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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327	Mr G	Pattison	1	<p>I was delighted to see that there is provision for the route of the canal in the layout plans as the inclusion of a linear waterway park has the potential to greatly increase recreation opportunities, enhance the overall environment and provide for wildlife. Furthermore it will have a positive effect on the land drainage scheme for the area.</p> <p>However, as experience elsewhere has shown there is a significant gap between the aspirations of the Council and local residents, and the delivery of environmental improvements by Developers unless these are laid down as part of the process of gaining detailed planning consent.</p> <p>I do urge the Council to make the provision of the Canal an integral part of the planning conditions at the outset and not to rely on the 'goodwill' of the developers.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
328	Mr M	Saker	1	<p>I feel this would provide a fine opportunity to link our past heritage to our future by including the reinstatement of the canal system. The last half century is proof that this is not an idle pipe dream but a worthwhile financial and leisure asset for our children's children. Trusting you will all be able to see the bigger picture for their exciting future.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



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329	Mr N	Fairley	1	<p>The inclusion of the protected canal route for the Wilts &amp; Berks Canal in the New Eastern Villages Planning is to be applauded.</p> <p>The canal should be seen as a real asset and be funded by the developers; its construction must be included as integral to the New Eastern Villages infrastructure.</p> <p>The inclusion and construction of the canal has many economic and environmental advantages to the to the area which create a development with character that offers opportunities to improve individual's well being. Positive advantages include:</p> <ul style="list-style-type: none"> <li>• Opportunities for land drainage and flood relief.</li> <li>• A working canal creates recreational and leisure opportunities.</li> <li>• The canal will create new wildlife habitats which will increase biodiversity in the area.</li> <li>• Working canals elsewhere have added value and created property uplift; a sound investment for the future.</li> <li>• Finally, the canal will create an exciting opportunity to develop the New Eastern Villages into a sought after, desirable, area of distinctive character.</li> </ul>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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330	Mr D	White	1	I would like to add my support to the opening up of the W & B Canal in the New Eastern Villages infrastructure. It should be funded by the developers and once built will greatly improve and enhance the area. Wildlife habitats will be improved as will the recreational and leisure activities. What could be nicer than a walk along the tow path of a lovely stretch of water.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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331	Mr & Mrs P	Day	1	<p>We note from the map that a projected canal route has been included. We feel that the construction of the canal MUST be included as part of the NEV – and funded by the developers for several reasons:</p> <p>Working canals, as part of England's Historical Heritage, have been very successfully restored in other areas. These other projects have increased the value of property, created recreational and leisure assets increasing tourism and employment opportunities, and at the same time have increased natural wildlife habitat areas and opportunities for relatively inexpensive flood relief and land drainage.</p> <p>We are retired, and have been canal users for a long time. We have been amazed and delighted at all the redevelopment of formerly derelict and vandalised areas making 'no-go' areas into places it is a pleasure to visit, and hope that our opinions might be taken into account during your consultation.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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333	Mr A	Flaherty	1	<p>As a member of the Wilts and Berks Canal Trust, I was delighted to hear that the canal is to be included within the overall development plan. As with many other major developments around the country, developers include facilities that will enhance the project for the residents, local communities and visitors alike.</p> <p>The construction of the canal would bring additional wild life to the area and leisurely walking opportunities for everyone.</p> <p>With heavy digging machinery on site it would be for everyone's benefit if the developer could be persuaded to provide some effort with the construction of the canal.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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334	Mr J	Henn	1	<p>Restoration of the Wilts &amp; Berks Canal and the Cotswold canals will create an unrivalled navigable waterway network in the south of England. It will bring in significant benefit to the economy; provide great leisure and recreational opportunities. It will also create a “green” water based corridor which will create wildlife habitats and increase biodiversity.</p> <p>Swindon is at the centre (hub) of the network and it is vital that the route through and around Swindon is established.</p> <p>The Eastern Villages is an important part of the vision. It’s very good to see that the protected canal route has been included. Already the Wilts &amp; Berks Canal Trust has lodged plans to create a link from the Kennet &amp; Avon Canal to Melksham and hence to the Wilts &amp; Berks Canal north of Melksham. To keep the impetus going, the construction of the canal must be included as part of the New Eastern Villages infrastructure.</p> <p>The restored canal will enhance property values and a wonderful opportunity to make a distinctive character for the New Eastern Villages. Can it be made special so that it is a pleasure to walk, cycle or boat through the villages? It will</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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				<p>create opportunities draining the development and for flood relief.</p> <p>It should be funded by the developers as they will benefit.</p> <p>This seven mile section even before it is linked to Wootton Bassett in the west and Shrivenham in the east will provide both recreational and leisure assets to the people of Swindon as well as creating diverse wildlife habitat.</p>		
335	Mrs O	Motte	1	<p>It is important that the developers pay and include the canal as part of the new development</p> <p>David Cameron said in a famous speech that he wanted to be the greenest country in the world so imagine the benefits the canal would have towards that</p> <p>People well-being, wildlife ,biodiversity protection against flooding</p> <p>Swindon council must work with the people and the developers to achieve that</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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336	Mr A	Odurny	1	<p>I am pleased to note that the proposed route of the Wilts &amp; Berks canal has been safeguarded and protected from development. Appendix B (d).</p> <p>It is however, disappointing that construction of the canal has not been included as part of the New Eastern Villages infrastructure or that the cost of construction is not required to be met by the developers.</p> <p>Construction of the canal would offer opportunities for flood relief and land drainage I this new development and would add a distinctive character to the NEV.</p> <p>In addition to use by boats, an actively used canal provides important recreational and leisure facilities to a wide range of potential users, such as anglers, walkers and cyclists. Canals also have an important role in providing a wildlife habitat and increasing biodiversity. I would urge you to include the canal as an integral part of the infrastructure, with a requirement for developer-funding.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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337	Mr J	Goring	1	<p>It's great to see that the route for the Wilts &amp; Berks Canal as set out on the Policies Map will be safeguarded and protected from development.</p> <p>The canal will be a wonderful amenity for the people of Swindon and beyond and will also provide valuable local drainage and flood management.</p> <p>For these reasons, I would urge you to include a provision within the plan requiring that the developers of the site pay for the construction of the canal through the area and for any reasonable distance beyond in order to make the construction viable and sustainable.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
338	Mr E	Holliday	1	How far have you got with the floor space plans for the 11 GP practice and when do you anticipate the need for the facility to open?		The response from CCG Swindon provides an indicative floorspace requirement. CCG Swindon, based upon a 20,000 population increase at the NEV, this would approximately generate 3,430m2 of additional primary care floor space.
338	Mr E	Holliday	2	Q.2. Would it not be better to route the canal through the development as a green transport / nature corridor and in any event is its instatement a requirement of the developers at any level?		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



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339	Mr F	Lennon	1	<p>As I live and work in Swindon, I am therefore very keen to see Swindon grow and prosper. Having visited and lived in many towns and cities in my life I feel Swindon lacks a major water feature. I realise that we cannot just build a river or divert one through the town centre but we could reopen the Wilts &amp; Berks Canal.</p> <p>Reading has a waterway running through its centre and it certainly helps to bring in the visitors who in turn of course spend their money in the town.</p> <p>I am well aware that this would be very expensive and therefore would like to see incorporated in the vision for Swindon a phased plan to reopen the canal. I would love to see waterside restaurants, cafés and shops with water taxis and tours, this would certainly help to raise our profile.</p> <p>I would therefore like to see the protected canal route being included in the plan and the construction of the canal must be included as part of the New Eastern Villages infrastructure. I believe the canal should be funded by the developers and the canal offers opportunities for flood relief and land drainage. A built canal will create wildlife habitat</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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			<p>assets and increase biodiversity.</p> <p>Think big, think Swindon, step by step add a waterway to be proud of, this could also be used to transport goods thus relieving pressure on our roads and would also be much greener. We could have steamboats travelling along the canal, I am sure the Steamboat Association of Great Britain would love to see its members make use of our canal. Swindon used to be famous for its steam engines why not build on this, your are only limited by your dreams!</p>		

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
340	Mr R	Buckingham	1	<p>Having been informed of your plans for the development of the Eastern Village as part of the expansion of Swindon, I would like to say that, although I am not a resident but a fairly frequent visitor to Swindon, I am pleased that along with the proposed development, of the retention of the Wilts &amp; Berks Canal. To make the canal route a through route needs to be included in your plans as I know it is the aim of the Wilts &amp; Berks Canal Trust to have a fully navigable canal throughout its full length.</p> <p>The section through the Eastern Village section could be incorporated into the costs and be constructed at the same time as the housing development. A premium could be charged on those properties that fronted the waterway as a way recouping some of the costs.</p> <p>Planning and construction could also be used, where required as a means of regulating water flow in the form of flood prevention schemes as strategically placed weirs would deal with this problem.</p> <p>The canal towpath would also act as a corridor for walkers, cyclists, dog walkers etc. and for wildlife. Designated area for fishing could also be incorporated with monies collected being used for the canal upkeep.</p>		<p>Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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			<p>A canal side restaurant or public house is incorporated with mooring spaces would add to the theme of leisure and pleasure as these settings would invite people (boaters and 'landlubbers') to enjoy themselves. Sitting outside on a warm summers day next to water is always an attraction, especially if it is by a navigable canal.</p> <p>Finally, I make these comments because, although I live in Nottingham, the canal that runs through Nottingham has been developed after years of neglect. It has transformed the area that it flows through with Pubs, Bars, a converted warehouse along with prestige living accommodation fronting the canal. It is well used by boaters as well as people traversing the tow path, so much so that it has become a prime site for Canals and River Trust to gain more members for its organisation.</p>		

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
341	Ms J	Lund	1	<p>Everywhere else in the country where canals have been revived, they have provided the impetus for jobs, leisure, nature and a general improvement of the environment. I live near the Caen Hill locks on the K &amp; A canal and it is a wonderful amenity. There are marinas, cafes, boat mending yards and other forms of employment, not to mention the walkers, cyclists, runners etc. who use it on a daily basis.</p> <p>I also believe that in time canals may be used to help move water round the country to areas of high water usage and low rainfall. They may also play a part in flood alleviation and management.</p> <p>I understand that nowadays builders are asked/required to make quid pro quo contributions to developments and this would absolutely fill the bill.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
342	Mr R	Springett	1	We feel that the canal should be fully funded within this project.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

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343	Mr M	Morrison	1	<p>I have just heard that the extension of the canal is to be a part of the Eastern Development.</p> <p>This is an excellent idea and should be made part of 'infrastructure' associated with it – paid for by the developer (with, if pressed, a small contribution from The Council).</p> <p>Clearly it would be a wonderful 'amenity' for the new residents – as is the canal in Wichelstowe; and it would make any properties there more 'attractive'. It would also help the Wilts and Berks Canal Trust in their endeavour to extend the canal to its original 'destination'.</p>		<p>Support noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
344	Mr D	Reed	1	<p>I just want to make a general observation on the planned development. I believe that every opportunity should be taken to restore such ancient waterways as The Wilts &amp; Berks Canal, and in this case, that the developers of the proposed 'Eastern Villages' should be required to make a major contribution to the restoration in this area.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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345	Mr O	Gardiner	1	<p>re green infrastructure, there appears to be only a 'safeguarded route' for the canal, it is not really an integral part of the development. This should be included as it was in East Wichel, as it provides a green corridor, that benefits wildlife and leisure pursuits.</p> <p>This would give a boost to the house prices adjacent to the canal, which I am sure the developer would appreciate, as well as providing additional flood mitigation in what is a very low lying and boggy area. To this end the developer should be 'encouraged' to incorporate the completed canal as part of the plan, and use a bit more imagination. Rather than just running it down one side of the area, it should be a key part of the green-space infrastructure.</p> <p>So it could run between the villages of Lotmead and Lower Lotmead for instance, which would make a good demarcation line between them.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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346	Tom	Relish	1	<p>From experience of bordering the K&amp;A canal, and being associated in the regeneration of the old Somerset and Dorset Railway into a shared use path, both in Bath, I see a lot of positivity coming out of these for the well being of local people.</p> <p>These routes, both completely desolate at one time, are now a hub of leisure and recreational activity for young families, runners, walkers and local residents. The canal and Two Tunnels path are places where we choose to spend our free time. The positive effect on peoples mental well being and physical health can not be understated, particularly at a time of rising obesity levels.</p> <p>A section of canal is akin to having a park, but a much broader park, connecting nearby and far away places, encouraging spending in nearby villages and towns, as well as promoting environmentally travel on foot and by bike.</p> <p>A new canal section would promote physical activity, the sense of community, and whilst of course there will be a cost to construct this, I believe the value added to the new village will cover the cost. i.e Should the developers fund this project, it will increase the desirability of the</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



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				area so as to recoup this cost.		
				I believe the opportunity to build in the canal is not one to be missed and would be an integral part of making the Eastern Villages a happy and desirable place to live.		
347	Mr J	Hanks	1	I wright to you regarding the revamped canal at the Eastern Villages Development I am sure that you are aware of the many benefits that a restored canal will bring to Swindon but as the developers of this project will be the first and main benefactors of this restoration then I feel very strongly that they should make provision to fund this canal project as part and parcel of the development		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
348	Anon		1	With 8000 new homes is the GWH hospital going to be enlarged ?it cannot cope at this present time without a further 8000 homes been built ,if the developers want to build let them first put new money into a larger hospital, don't let them build until a new hospital is built		Unless directly related to development at the NEV there is no policy basis to secure contributions towards the GWH. Such evidence can inform the Local Plan Review in response to planned development at Swindon post 2026.
348	Anon		2	I hope they will be funding all road improvements and not us residents from our community tax.		The Council will secure funding from the developers and other external bodies towards the delivery of transport infrastructure.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
349	Mr J	Paton	1	<p>I was very pleased to see that the routing of the canal has been included in the consultation documents. This is an indication of the positive light that the restoration is being considered by Swindon Borough Council.</p> <p>I would like to state my suggestion and desire that the construction of this section of the canal be included within the scope of the New Eastern Villages infrastructure and be funded by the developers. In this way it can be developed sympathetically and sequenced with all other development work and done in such a way that cost are kept to a minimum with limited disruption. It would be a unique feature of the developments and would aid in sale of the properties.</p> <p>In general I think the canal offers great opportunities for Wiltshire and particularly Swindon; it will offer a great recreational and leisure opportunities and introduce tourism to the area.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
349	Mr J	Paton	1	<p>I was very pleased to see that the routing of the canal has been included in the consultation documents. This is an indication of the positive light that the restoration is being considered by Swindon Borough Council.</p> <p>I would like to state my suggestion and desire that the construction of this section of the canal be included within the scope of the New Eastern Villages infrastructure and be funded by the developers. In this way it can be developed sympathetically and sequenced with all other development work and done in such a way that cost are kept to a minimum with limited disruption. It would be a unique feature of the developments and would aid in sale of the properties.</p> <p>In general I think the canal offers great opportunities for Wiltshire and particularly Swindon; it will offer a great recreational and leisure opportunities and introduce tourism to the area.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
351	Mr J	Keepin	1	<p>It's good to see that a protected canal route has been included, in such a way that it can be 'joined up' with the sections that have been commissioned recently, and with the longer term proposals by the W&amp;B Canal Trust.</p> <p>Ideally, the forthcoming works should be funded by the Developers, on the basis that the existence of the restored canal will enhance the value of the development. It will provide a useful, and popular, facility for the future residents in the area.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
352	Mr M	Buckland	1	<p>I have received the Swindon Eastern Villages Consultation document and note that, as hoped, the new route for the Wilts &amp; Berks Canal has been included as a protected route which is much to be desired.</p> <p>However, at present it seems that it will just be a green strip through and around the Eastern side of the planned development. This seems to be akin to offering someone a bicycle but without any wheels and to miss out on an opportunity to add to the infrastructure which would have a considerable number of benefits:</p> <p>a) Water is inherently attractive to human beings who will use it for mainly leisure purposes be it watching it, walking by it, fishing from it or boating on it.</p>		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
352	Mr M	Buckland	2	b) The canal itself should be built as part of the overall infrastructure of the development. The cost of building a canal is not huge and has been included as part of the features of the Existing Wichelstowe residential development.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
352	Mr M	Buckland	3	c) The developers on this very large site should fund the construction of the new canal as has been done on the Wichelstowe site referred to above.		Point noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
352	Mr M	Buckland	4	d) Surface water run-off is becoming an increasing concern where new construction is concerned especially in view of the change to a wetter climate in the UK. Sustainable Urban Drainage System (SUDS) is a partial answer by holding back the immediate volumes of rainfall but that water has to eventually go somewhere. The high point of the canal is Swindon with a gradual fall towards the Thames at Abingdon. There is therefore an opportunity to utilise this feature to assist with land and surface drainage and to alleviate flooding.		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
352	Mr M	Buckland	5	e) There is a strong financial incentive for developers to fully fund the canal's construction. While estimates vary, though there is evidence from the sale price of waterside properties, houses very near water bodies can command a 20% premium on price and those within easy reach may achieve a 10% uplift. Given the size of the overall Eastern Villages development the cost to all developers to fund the canal would be relatively modest.		Point noted.
352	Mr M	Buckland	6	f) As stated above water bodies are an attractive focal point for residents and visitors. Many town centres are now centred around a once unknown canal – Reading, Banbury, Birmingham and Stroud are local examples – and this applies no less to urban or rural areas, again I cite Wichelstowe.		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
352	Mr M	Buckland	7	<p>g) Canals have a far greater usage by non-boaters than boat owners or hirers. These include walkers, dog walkers, parents with children, joggers, cyclists (though a physically separate track should be provided – shared use' is fraught with built-in conflict) fishermen, birdwatchers and other wildlife lovers, photographers and artists. Recreation, both active and passive, is being encouraged by many agencies both governmental and voluntary, canal side facilities can contribute significantly both physically and psychologically. Or to put it more simply – they are pleasant and interesting places to be.</p>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
352	Mr M	Buckland	8	<p>h) Canals, whether new or old, provide a unique wildlife habitat. Their structure, consisting of bands of hedges and trees; a tow/footpath with low vegetation; bankside aquatic vegetation and potential habitat for water voles (protected species); the water body itself for fish and other aquatic species; the opposite bank which is often not accessible by humans and is therefore largely free of disturbance and finally a further band of trees and hedges. All this in a width of 15 to 20 metres with considerable inbuilt biodiversity. Being linear canals play a considerable role in linking existing or newly created wildlife areas.</p>		<p>Point noted.</p>

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
352	Mr M	Buckland	9	There is considerable scope for the canal being used as an educational resource - wildlife and ecology, industrial history and geography to name but three. Given that five primary schools and one secondary school are planned to be within a short distance or adjacent to the canal route, full construction of the waterway paid for by the developers is too good an opportunity to miss.		Point noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
353	Mr S	Blades	1	I congratulate you on including the Wilts and Berks canal route in the proposed development. What an inspired green feature this would be, enhancing the living environment of all those in the area. However, if this is not to be a mere pipedream, there must be a binding mechanism in the plan to ensure its construction by the developers as an integral requirement. The new length of canal at Wichelstowe has shown the way forward, and the Council has the opportunity now to ensure the continuation of the canal, and contribute to its ultimate restoration.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
353	Mr S	Blades	2	Congratulate you on including the W&BCT in the proposed development. However, there must be a binding mechanism in the plan to ensure its construction by the developers as an integral requirement.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.



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Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
355	Mr G	Adamson	1	<p>I have read your Eastern villages consultation documents and I am very pleased to see that the route of the wilts and berks canal has been protected.</p> <p>The canal, if constructed, would provide many assets to the area as a whole. It would create a leisure and recreational habitat, wildlife habitat, could assist in land drainage and be a great asset to the NEVs. All of this would also increase the value of the properties in the local area.</p> <p>Given the above, I strongly agree that the construction of the canal must be included as part of the infrastructure of the development and that the developers should fund at least the majority of the construction.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
356	J T	Stockdale	1	I believe that the construction of the canal must be included as part of the NEV infrastructure and funded by the developers, if not possible in full, then at least in part.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
356	J T	Stockdale	2	The canal would offer opportunities for flood relief and drainage.		Point noted.

Page 480	Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
	358	N	Chalk	1	The one screaming omission is a rail exchange / Park and Ride located on land between Gablecross and second turning for South Marston. A former rail sidings is owned by Network Rail and would be an obvious choice to reduce journeys into Swindon and Swindon station.. With the current upgrade of the Great Western main line now is an ideal time to introduce this additional station that could cover all of East Swindon and out to Shrivenham and Faringdon. 50%		Through the Local Plan evidence development for the NEV, the potential for a new station to serve the development was researched. The result of this assessment was that the proximity between the new station and Swindon Station would be too short and being on the London Mainline would cause too much strategic disruption to timetabling to be considered viable for what would be considered a small service patronage.
	359	B	Poulton	1	Urge SBC to include the construction of the canal through the NEV.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
	359	B	Poulton	2	I strongly believe that S106 funding is the most appropriate and most effective way of paying for its construction.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
	360	I	Edgar	1	I understand .the Council supports the re-instatement of the W&B canal as part of the development but as yet, has not decided that the cost of the construction works be part of the overall development funded by the developer.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
360	I	Edgar	2	I believe the canal passing through or adjacent to the housing will be of great benefit to those who will ultimately reside there and that, if the developer does not fund the work, but relies on others to seek funding, will be a missed opportunity.		Point noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
361	D	Trease	1	I welcome the incorporation of the canal route and the safeguarding and protection from development. However, I would ask for the developer to make provision of funding for the canal and its infrastructure as a condition of the NEV development, which could include its use for surface water retention in wet weather.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
362	J	Hobday	1	This is a unique opportunity for SBC to ensure that this development provides the maximum variety of leisure activities, environmental benefits and business opportunities to benefit the local community.		Point noted.
362	J	Hobday	2	In this regard it is essential that the developers must include and complete the necessary works to further the restoration of the W&B canal within the overall development area.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
363	Rev R W	Rooke	1	It is good to see that SBC has included the protected canal route. This means that construction of the canal needs to be part of any development, and legislation is available to ensure that this can be funded by the developers. I would urge the Council to ensure that a suitable financial obligation is placed upon developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
364	G	Hawkes	1	I am pleased to see that some limited provision is being made for the future extension of the W&B canal. However, your documents do not refer to any funding provision for this new canal extension.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
365	R	Darby	1	The lack of a requirement for the development as proposed to make provision for the costs of construction and eventual maintenance of the canal seems to be a serious drawback.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
366	H	Pyatt	1	<p>Pleased to see that the protected canal route has been included. The construction of the canal must be included as part of the NEV infrastructure. Working canal add so much to the qualities of the character and interest of the environment and the pleasure of the public.</p> <p>The canal also offers opportunities for flood relief and land drainage.</p>		Points noted.
367	P	Harvey	1	<p>It is vital that the canal is funded by the Developers. The Developers will benefit from the canal and will get better revenue for their property sales.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.</p>
368	K	Harvey	1	<p>Ask that SBC includes the canal extension as part of the infrastructure of the NEV and is this funded by the Developer. The Trust is endeavouring to restore the whole W&amp;B canal and this funding would enable them to carry on their good work.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Page 484	Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
	369	T W	Mason	1	It is good to see the agreed canal route is included in the NEV plan but I hope the funding of the canal will be the responsibility of the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
	370	Ms S M	Gill	1	I was delighted to note that the protected canal route has been included as a part of the NEV infrastructure. The canal construction should be funded by the developers.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
	371	C	Drew	1	I see that the proposed W&B canal mainline has been protected within the development. This is good insofar that it recognises that the canal can be a significant part of the development bringing as it will green space and the opportunity for wildlife to thrive and for those living in the new homes to have a tranquil retreat.		Point noted.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
371	C	Drew	2	There are no employment areas located next to the canal. The canal can offer to industry the same tranquil environment that it can to housing developments giving those employed there a place to go.		Point noted.
371	C	Drew	3	No doubt there will be a large amount of rainwater runoff from such a large development and the canal can offer a means of attenuating this water and channelling it away.		Point noted.
372	N J	Bailey	1	Delighted to see that the W&B canal will be part of the NEV development. The developer should be responsible for providing the infrastructure as part of the overall development.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
373	B	Gribble	1	<p>Pleased that the route of the W&amp;B canal appears on the proposal for the South Marston village and yet have found no reference to it in any of the supporting documentation.</p> <p>I suggest that the Council do more than acknowledge the existence of the route of the W&amp;B canal but endeavour to incorporate it into their plans and provide funding to ensure that the canal can be delivered on time with the rest of the development.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>
374	M	Smallwood	1	<p>I consider that you should include in your plan an eastern route for the canal which is gradually being restored.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>



Page 487	Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
	375	Lord J	Joffe	1	The benefits of a canal to the NEV include the creation of a beautiful and tranquil setting on the edge of the new urban area.		Point noted. The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
	376	Mr G	Scarr	1	I see that the document does not include the canal to be built as part of the enforceable infrastructure development, I object to this. The canal will be of great benefit to the Borough not just financial but environmentally and for leisure. If this were to be built by the developers or as a condition of planning permission I would withdraw this objection.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
	377	H	Sharmen	1	Like to express the importance of the consultation to the trust and its goal of restoring the section of canal between Semington and Abingdon. Hope that the Council can persuade the builders of the new stretch to extend the line of the canal alongside it.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep No	Title and Initial	Surname	Comment No	Justification	Proposed changes	Officer response
378	Mrs J L	Repton	1	The developers of the site should cover the cost of the canal. Furthermore a canal creates a tranquil walk/cycle way, leisure activities and parking for colourful barges.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

# NEV Planning Obs dSPD Comments and Responses (Organisation)

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
1	Swindon Museum and Art Gallery	1	While SM&AG supports the preservation of nationally significant archaeology (such as Scheduled Ancient Monuments) in situ, it recognises that it would be inappropriate and unfeasible to preserve all archaeology associated with the area in situ. It would support recommendations from the County Archaeologist to conduct archaeological investigations and excavations where appropriate.		Point noted.
1	Swindon Museum and Art Gallery	2	SM&AG expects the development of the NEV would create some of the largest and most significant archaeological archives in the history of Swindon. This prediction is based on the scale and location of the NEV, archaeology already identified in preliminary investigations and the significant archaeology associated with nearby areas. Existing archaeological storage owned and managed by SBC does not have capacity to receive an archive of this size, or provide any form of community access.		Point noted. The Council is working closely with its partners to deliver solutions.

Page 490	Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
	1	Swindon Museum and Art Gallery	3	There is an opportunity to create new archaeology storage within the NEV, potentially co-locating with another service. This facility would provide secure, environmentally appropriate storage space for the archaeology excavated in the NEV area. This in turn would enable researcher and other forms of access, as well as temporary displays and other forms of interpretation. The facility would provide opportunities for volunteering and		Point noted. The Council is working closely with its partners to deliver solutions
	2	Thames Water Ltd (Thames Water)	1	A key sustainability objective for the preparation of Local Plans and Neighbourhood Plans should be for new development to be co-ordinated with the infrastructure it demands and to take into account the capacity of existing infrastructure. New development should be co-ordinated with the infrastructure it demands and to take into account the capacity of existing infrastructure.		Noted. The purpose of the SPD is to provide further information on the timely delivery of infrastructure in conformity with the adopted Local Plan.
	2	Thames Water Ltd (Thames Water)	2	Paragraph 156 of the National Planning Policy Framework (NPPF), March 2012, states: LPAs should set out strategic policies for the area in the Local Plan. This should include strategic policies to deliver.... the provision of infrastructure for water supply and wastewater.		The Local Plan, adopted in March 2015 adequately covers this issue.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
2	Thames Water Ltd (Thames Water)	3	Paragraph 162 of the NPPF relates to infrastructure and states: Local planning authorities should work with other authorities to: assess the quality and capacity of infrastructure for water supply and wastewater and its treatment...take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.		Point noted.
2	Thames Water Ltd (Thames Water)	4	The web based National Planning Practice Guidance (NPPG) published in March 2014 includes a section on 'water supply, wastewater and water quality' and sets out that Local Plans should be the focus for ensuring that investment plans of water and sewerage/wastewater companies align with development needs. The introduction to this section also sets out that "Adequate water and wastewater infrastructure is needed to support sustainable development" (Paragraph: 001, Reference ID: 34-001-20140306).		Point noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
2	Thames Water Ltd (Thames Water)	5	It is important to consider the net increase in water and wastewater demand to serve the development and also any impact that developments may have off site, further down the network. It is therefore important that developers demonstrate that adequate water supply and wastewater infrastructure capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate reports and appraisals to ascertain whether the proposed development will lead to overloading of existing water and sewerage infrastructure.	Thames Water therefore support the references to waste water infrastructure in the Utility Services section of the IDP, but consider that this should be amended to also refer to water supply infrastructure.	Point noted, the village proformas have been updated to reflect this.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
2	Thames Water Ltd (Thames Water)	6	<p>Swindon water resources and supply position statement, April 2016</p> <p>The majority of potable water for Swindon is supplied via the existing water main network coming from the Blunsdon reservoir zone, with a small element provided by the Overtown reservoir zone.</p> <p>Thames Water will not require additional water resources from their Overtown zone to support the growth from the Eastern Villages. The water required for the Eastern Villages will come from Farmoor in Oxfordshire, which is the key feed of potable water to Blunsdon reservoir zone.</p> <p>The new Axford north / south trunk main being currently constructed will be transferring water resources from north to south due to forthcoming abstraction reductions negotiated with the Environment Agency at Thames Water's water treatment works at Axford. The primary purpose of the new north / south trunk main is not to provide a direct feed to the Eastern Villages as the trunk main is on a different programme to the Eastern Villages and the trunk main's design doesn't allow for practicable direct potable flows to the Eastern Villages. The Eastern Villages will, however, require further assets to be installed to provide a robust, resilient water supply and one option currently</p>		Point noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
Page 494			under consideration is a connection into the new pipeline.		
			In relation to the current build out of the Swindon Front Garden development (just north of the M4 between junctions 15 and 16), the initial phases of the Front Garden development will receive its water from the Overtown zone, but when sufficient level of housing growth is achieved water will be supplied via the Blunsdon Reservoir zone instead. Again, a connection into the new pipeline is being reviewed here.		
			In relation to waste water, a strategic waste water treatment solution for the Eastern Villages is currently being investigated by Thames Water and their AMP6 Alliance (Eight20) .		
	2 Thames Water Ltd (Thames Water)	7	Thames Water therefore support the references to waste water infrastructure in the Utility Services section of the IDP, but consider that this should be amended to also refer to water supply infrastructure.		Point noted. Village proformas updated to reflect this update.
	7 Gloucester County Council	1	The Eastern Villages development will have an effect both on south-east Gloucestershire and strategically through the county of Gloucestershire. This effect will be compounded by the development proposals in the Cotswold Local Plan which seek to allocate the bulk of development provision within the south of the Cotswold district and south of Cirencester.		Noted. The Council is working in partnership with adjacent authorities and delivery partners to ensure the cumulative impact of development is assessed.



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
7	Gloucester County Council	2	The high dependence on car travel in this area, coupled with a significant proportion of residents who commute daily between Cotswold District and Swindon, will need to be factored into the significant development proposals affecting the transport corridor between north-west Wiltshire and south-east Gloucestershire.		All traffic modelling considered for the New Eastern Villages is based upon actual traffic counts and road side interviews. The traffic flows are then adjusted up to reflect the future year of 2026 in accordance with DfT guidelines and then development traffic is added. This approach ensures that current and future commutability is considered along with the development impact.
7	Gloucester County Council	3	We would seek to enhance existing public transport linkages between Cirencester and Swindon namely through increased commercially operated bus services and enhancements to rail services between Kemble and Swindon railway stations.		The Village Proformas have been addressed to accommodate contributions to public transport services that will aim to deliver connectivity with key destinations that would be likely to include Cirencester.
7	Gloucester County Council	4	As Swindon already provides a key trip attractant to journeys originating in Gloucestershire there will be a need to account for this in the SPD, and a particular need to require that the A417 'missing link' scheme at Nettleton Bottom is delivered by Highways England to enable the development of 8000 dwellings and associated land uses at the Eastern Villages site without adding significant journey delays on this strategically important link.		The A417 'missing link' is located 40km north of the White Hart junction where north bound NEV traffic will enter the A419/A417 corridor. The distance and opportunity for re-routing ensures that traffic impact from the NEV at this location would be considered negligible and that funding from the development for this scheme would direct finances away from more critical schemes within and around Swindon Borough.
8	South Marston Parish Council	1	The housing blocks within the strategic housing area adjacent to the hotel in South Marston are inconsistent with the Swindon Local Plan strategic allocation.	Update Masterplan.	Noted.
8	South Marston Parish Council	2	It lacks an effective Rights of Way hierarchy, making it difficult to see the logic of non-motorised transport options.		The Masterplan will be produced with an enhanced public rights of way and recreational route hierarchy.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
8	South Marston Parish Council	3	•The routes of some existing ROW have been omitted.		The Masterplan will be produced to include any omitted or altered Rights of Way.
8	South Marston Parish Council	3	The routes of some existing ROW have been omitted.		A revised Masterplan will be produced to include any omitted or altered Rights of Way.
8	South Marston Parish Council	4	It does not incorporate the line of some Rights of Way routes as proposed by the draft South Marston Neighbourhood Plan (SMNP) and the more recent South Marston Parish Council report on cycle and rights of way networks produced in cooperation with the Swindon Bicycle Users Group.		The Masterplan will be produced with an enhanced public rights of way and recreational route hierarchy.
8	South Marston Parish Council	5	A cycleway south of the new development at Symmetry Point has been agreed within the grant of planning permission, but is missing from this Masterplan.		The Masterplan will be addressed to reflect the approved recreational routes at Symmetry Park, which represents the permitted employment use adjacent to the A420.
8	South Marston Parish Council	6	We understand the difficulty in making reference to the draft South Marston Neighbourhood Plan (SMNP) within the proformas before it is formally examined or 'made' by Swindon Borough Council. We would also not wish the proformas to be undermined by any reliance on a draft SMNP policy rather than justified by an existing Local Plan policy.	However, we believe it is justifiable to add the SMNP to the evidence base underpinning the draft SPD and note this within the SPD.	Noted. There is reference to the Neighbourhood Plan in the South Marston Village Proforma.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
8	South Marston Parish Council	7	Furthermore there are a small number of draft SPD elements (see Design, under the SM proforma) where a Local Plan policy is expanded upon within the draft SMNP and the evidence used to back a relevant SMNP policy.	Because of the linkage, we believe it is relevant, in these circumstances, to include mention of the justification offered within the draft SMNP within the proforma.	There are appropriate references made to the draft South Marston Neighbourhood Plan in the respective village proforma.
8	South Marston Parish Council	8	Traffic management including 20 mph zones and safe crossing points We wish to see a separate item included in the infrastructure costs table to cover traffic management contributions. To provide a comprehensive approach to road/pedestrian safety across the NEV, there will need to be both on-site and off-site shared contributions to traffic management measures. This will result in separate entries within each proforma for site specific requirements and shared infrastructure contributions.		Traffic management and calming measures throughout South Marston and Wanborough, and surrounding areas, is considered within the Village Proformas. Within the site, this will be considered at a very high strategic level through development of the Masterplan and at a street level of detail within Design Codes and layout plans associated with planning applications; both of which will be open for public scrutiny.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
8	South Marston Parish Council	9	We are concerned at the lack of a comprehensive approach to funding the construction of cycleways and rights of way (including roadside footways) across the NEV. This is all the more important given the poor connectivity north/south across the railway and the A420. We understand that this is one area under discussion within Swindon Borough Council and with partners, such as ourselves.	We wish to see a separate item included in the infrastructure costs table to cover construction of cycleways and rights of way. To provide a comprehensive network there will need to be both on-site and off-site shared contributions. This will result in separate entries within each proforma for site specific requirements and shared infrastructure	An updated Masterplan will be produced with an enhanced cycle, pedestrian and recreational route hierarchy. The funding for these measures will come from developers as part of the IDP towards the 'Bridge Strategy', which covers the links between the development islands, with all on-site routes delivered by the developer in accordance with the relevant Village Proforma and subject to any necessary planning conditions for delivery.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
8	South Marston Parish Council	10	<p>Early Years Provision</p> <p>The infrastructure costs tables include entries for both 0-2 and 2-4 years provision. We understand that specific provision for 2 year olds is now required within Swindon Borough. This means there are three different Early Years age brackets for which infrastructure provision must be made under 2's, 2 year olds, 3 to 4 year olds. This split is important since 0 to 1 year old provision is likely to be delivered through private nursery operation, whereas 2 year old upwards provision is more likely to be delivered on primary school. premises.</p> <p>Whilst we appreciate that more work is planned with the Education department on this question, there are a number of relevant issues that need to be raised:</p> <p>Provision for under 2's is proportionately more expensive to provide (per child). The current split in costs for Early Years provision (as shown in the infrastructure table) does not appear to take this into account.</p> <p>There is also likely to be an issue relating to the viability of the locations of provision of under 2's which may need further exploration. It may be relevant for the SPD to include the requirement that land is earmarked for the locations for provision in addition to the cost elements.</p>		Early Years provision will now be included as part of the Primary School provision and the IDP has been updated to reflect this.

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8	South Marston Parish Council	12	Health Provision Although land should be allocated, should the district Health Centre be built with private funds to avoid additional loading on S 106 costings? See e.g. <a href="http://www.phpgroup.co.uk/">http://www.phpgroup.co.uk/</a>		Please refer to the latest IDP which details the update cost for the delivery of health care provision at the NEV. The Council will continue to work proactively with healthcare providers to secure appropriate provision at the district centre and at other locations if necessary.
8	South Marston Parish Council	13	We understand that the current partnership work with NHS England and other bodies aims to produce a strategy for delivery of health care and that it is likely to support the growth of dispersed healthcare within the NEV. Any strategy for dispersed healthcare will inevitably require appropriate premises within the individual villages, for instance, construction of white rooms with appropriate facilities attached within community buildings. The costs associated with health provision within the SPD should to allow for contributions to be made towards construction of those elements of community facilities that relate to delivery of dispersed healthcare.  If they are to be viable and meet community needs, such premises should be multi-use facilities i.e. the NHS strategy should not assume sole use of any white room which should instead be accessible by private sector osteopaths, health counsellors, chiropractors etc.		Noted. The Council are working closely with health care providers to ensure appropriate facilities are provided both locally (where required) and strategically through the delivery of a doctors surgery at the district centre.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
8	South Marston Parish Council	14	<p data-bbox="790 113 1048 151">Community Facilities</p> <p data-bbox="790 151 1283 683">We do not believe a viable community building, comprising hall, meeting room, reception, kitchen, toilets and changing facilities can be constructed for £0.56 million. However, if it is understood that the overall construction costs might be supplemented by capital costs from other budget headings e.g. sports changing rooms, car parking, early years and health provision, we accept that the cost of the community facilities element identified here might be somewhat less than the £1.6 million quoted to SM Parish Council for what is a fairly simple building.</p>		<p data-bbox="1574 113 2179 327">Noted. The provision of community facilities at South Marston should importantly reflect the needs of the village. Such provision should offer flexibility to ensure that opportunities to use the facility by the community are maximised and accord with Policy RA3 of the Local Plan.</p>
8	South Marston Parish Council	15	<p data-bbox="790 703 1070 742">Strategic Infrastructure</p> <p data-bbox="790 742 1283 1098">We wish for greater clarity on how 'shared' infrastructure is to be funded for off-site works in respect of Rights of Way, traffic management, community facilities, transport plans etc. It would be helpful for the detail of these to be available with the SPD so that we and other parish councils understand which developers will be contributing to which elements.</p>		<p data-bbox="1574 703 2179 986">Shared items are those which are considered as local infrastructure requirements that are common to two or more Village Proformas. The village proformas relate to development parcels, with each development parcel contributing their proportional share based upon the number of houses they encompass or similar floor area of commercial land uses.</p>

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8	South Marston Parish Council	16	Flood Risk Concern was expressed during the consultation at the lack of mention of what is a significant local issue. Whereas on-site alleviation would be covered through the development control process, there are instances, in particular in South Marston, where off-site flood alleviation works might generate better value. How would this be covered within the SPD?	We suggest there should be mention of this in the SPD infrastructure costs table to enable this approach via financial contributions within a S106.	The South Marston village proforma now cross references the Swindon's Local Flood Risk Management Strategy. The onus will be on the developers to provide on and off site mitigation and this is also made clear in the village proformas.
8	South Marston Parish Council	17	South Marston on-site requirements  Introduction: Add: '....or other settlements. Development must contribute towards the creation of an integrated village (LP RA3)'.		Noted. The South Marston village proforma has been updated to reflect this.
8	South Marston Parish Council	18	Main land uses: add:  - Extension of recreation field (LP RA3). - land for SUDs provision, since we understand that this cannot be separately designated under the green infrastructure typologies. - Dedication of land to Community Forest.		Agreed on all points. The proforma has been updated to reflect this. The reference to SuDS is in the 'other considerations' section. With regards to the Great Western Community Forest, it's likely that this will be delivered through a combination of on and off site planting. Additional reference to on site planting schemes has been detailed under 'green infrastructure'.
8	South Marston Parish Council	19	Local Plan Policies: Add: draft South Marston Village Neighbourhood Plan as part of the evidence base.		Reference to the Neighbourhood Plan is already included as part of the evidence base section.



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8	South Marston Parish Council	21	Local Infrastructure Needs (provided on site)  Residential: Suggest 'Design' can include reference to the need for elderly housing provision. The Local Plan requires local needs to be met, and the specific need for elderly housing is evidenced in the draft SMNP.		Agree
8	South Marston Parish Council	22	Local Infrastructure Needs (provided on site)  Education: Early Years Provision: Requires separation into the relevant categories as outlined in our overall comments.		Contributions towards Early years has now been removed from the list of infrastructure requirements. Early years requirement will be delivered as part of the new Primary Schools on site. Please refer to the updated NEV IDP.
8	South Marston Parish Council	23	Local Infrastructure Needs (provided on site)  Transport and Movement: Incorrect reference to Bridleway 5 - it should be Bridleway 4. We have agreed with SBC that we will no longer ask for the loop road north of Manor Farm to be shown on the Masterplan and that, instead, this item should be accompanied by the following justification: 'to deliver connectivity with existing village and village centre'		Point noted with regards to the reference to Bridleway 4. South Marston Village Proforma has been updated on this basis.

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8	South Marston Parish Council	24	<p>Local Infrastructure Needs (provided on site)</p> <p>Community Facilities: add:            - car parking and access roads.            - Early Years 0-under 2 provision, if this is consistent with the strategy currently in development within SBC.</p>		<p>Car parking and access roads - Each development parcel and associated infrastructure provision will be subject to planning scrutiny and in the case of car parking will have to accord with SBC's adopted parking guidelines.</p> <p>Contributions towards Early years has now been removed from the list of infrastructure requirements.</p>
8	South Marston Parish Council	25	<p>Local Infrastructure Needs (provided on site)</p> <p>Waste Management and Utilities:</p> <p>add: specific mention of developer connections to sewage, water, gas and power networks provided by third party utilities providers.</p>		<p>On and off site 'waste management and utilities' sections of the South Marston village proforma has been updated to reflect this point.</p>
8	South Marston Parish Council	26	<p>Local Infrastructure Needs (provided on site)</p> <p>Other Considerations:            - On-site flood mitigation works - add 'that address the requirements demonstrated by the Environment Agency Surface Water and Fluvial flood map 2011 '            - Add: 'The social infrastructure for South Marston and the new village of Rowborough should be designed in tandem because of their proximity'.            - Contributions to health provision - see overall comments above and in particular contributions to dispersed healthcare which may be shared or be</p>		<p>Agreed on first point. With regards to the second point, an appropriate trigger will be applied to ensure that the delivery of social infrastructure is provided in a timely fashion that supports the local communities of South Marston and Rowborough.</p> <p>Health provision is appropriately addressed in the village proforma.</p>

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8	South Marston Parish Council	27	<p>Main land uses - replicate proposed additions as per SM proforma</p> <p>Design:</p> <ul style="list-style-type: none"> <li>- Add 'no road access to/from Nightingale Lane or Rowborough Lane'</li> <li>- add to last bullet 'and protect the setting of listed buildings in the vicinity'</li> </ul>		<p>Agreed.</p> <p>No access to Nightingale and Rowborough lanes incorporated as an individual bullet point. Protection of the listed buildings is covered by protection of the on-site historical landscape and protection of the character and identity of the village in the Green Infrastructure, Leisure and Heritage box in the South Marston Village Proforma.</p>
8	South Marston Parish Council	28	<p>Community facilities</p> <ul style="list-style-type: none"> <li>- See request in overall comments for more clarity on provision of different facilities at sports hub and relationship to new school.</li> <li>- Add new car park at Nightingale Wood to provide access for Rowborough village.</li> </ul>		Amend if supported by FC request
8	South Marston Parish Council	28	<p>Other Considerations:</p> <ul style="list-style-type: none"> <li>-On-site flood mitigation works - add 'that address the requirements demonstrated by the Environment Agency Surface Water and Fluvial flood map 2011'</li> <li>-Add 'The social infrastructure for South Marston and the new village of Rowborough should be designed in tandem because of their proximity'.</li> <li>-Contributions to health provision - see overall comments above and in particular contributions to dispersed healthcare which may be shared or be</li> </ul>		<p>1st point - Agreed. Second point - the timing of infrastructure is important to ensure that communities are supported at the right time and at the right place and this will be managed at the detailed Reserved Matters stage. Third point - The Council will continue to work proactively with healthcare providers to secure appropriate provision at the district centre and at other locations where necessary.</p>

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8	South Marston Parish Council	30	Strategic Infrastructure Needs Transport and Movement. -Add 'ramped' to contributions towards footbridge over railway -Separate heading for cycleways and other ROW, plus traffic management and road safety (see below) as both specific and shared infrastructure.		The footbridge will be constructed to a standard that meets DDA requirements and this will include ramps. Cycleway, Rights of Way, Traffic Management and Safety are considered within the revised village proformas.
8	South Marston Parish Council	31	Strategic Infrastructure Needs  Public Transport provision: suggest renaming as 'public and community transport provision'.		The Public Transport strategy for the site will include community transport provision as necessary and hence no change is recommended.
8	South Marston Parish Council	32	Strategic Infrastructure Needs  Contributions to health provision - see overall comments above and in particular contributions to dispersed healthcare which may be shared or be		The Council will continue to work proactively with healthcare providers to secure appropriate provision at the district centre and at other locations where necessary.
8	South Marston Parish Council	33	Evidence Base: add: Draft South Marston Village Neighbourhood Plan (SMNP) 27.03.2016		Noted. Reference made in the South Marston Village Proforma and Rowborough village proforma

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10	Swindon Bicycle Users Group	1	<p>The Cycling Framework for Swindon was recently (14 April) adopted by Swindon Borough Council. The Framework includes in its Vision (p6: emphasis by BUG) that:</p> <p>The planned growth provides an ideal opportunity to set the tone for cycling in the borough and its vision for 2026. The network should provide a seamless door to door journey with a network of primary, secondary and tertiary interlinked routes.</p> <p>The vision of cycling in 2026 will be of new homes with appropriate places to store cycles. Residents will be able to cycle in safety and confidence along residential streets where 20mph zones are the norm. These connect to a secondary route network of quiet residential streets with appropriate speed controls. The secondary routes will connect to the primary routes with good quality and continuous cycle provision to get people to places of work, education, shops and leisure. Once at the place of work, secure cycling parking and changing/shower facilities will normally be provided by employers.</p>	Update Masterplan	Noted. The Masterplan has been updated to include cycle routes, and detailed points are addressed in the Framework Travel Plan for the NEV and assessment of detailed Transport Assessments with all planning applications.

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10	Swindon Bicycle Users Group	2	On the Draft illustrative Masterplan and related plan extracts, we cannot distinguish cycling provision from provision for walkers. They are not the same thing. For example, some of the indicated routes (OK, outside the red line boundary) are currently suitable only for walking, and we assume that there are no plans to convert them into cycle paths. Cycling provision should be distinguished from walking provision on the Masterplan.		This is a broad based Masterplan and this level of detail, whilst important, will be carefully considered and resolved at a subsequent stage. Specification for road network will be carefully considered at design stage. Highest category of roads will have joint-use footpath-cycleway provision behind roadside verge(s).
10	Swindon Bicycle Users Group	3	The cycling and walking provision shown appears to be less comprehensive than the cycling provision we had expected. For example: The draft plans for Lotmead Village, in which provision was shown alongside primary and secondary streets. This is not shown on the Draft illustrative Masterplan nor its extracts in the Draft Village Proformas and Infrastructure Requirements. There is no indication of any cycling or pedestrian connectivity at or leading up to the White Hart junction, nor across Great Stall Bridge.		The Masterplan is presented at a very large scale where the finer detail of 3.5m wide segregated cycleways cannot be shown. These are however considered in the emerging Framework Travel Plan for the NEV, which aims to secure cycleways alongside all primary and secondary routes, along with recreational routes, and this provision will also be considered in Design Codes and planning application detail.
10	Swindon Bicycle Users Group	4	The Draft Village Proformas and Infrastructure Requirements do not make it clear whether all of the required cycle provision is included.		Point noted. The village proformas will be updated to ensure there is reference to the requirement for cycleways.

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10	Swindon Bicycle Users Group	5	No cycling route is shown that would give proper access to several of the schools, including the secondary school and the primary schools in Rowborough, Lotmead, Lower Lotmead and Redlands Villages. This can't be right!		Cycle/Rights of Way network is illustrated only where it deviates away from the Road Network and forms a recreational or green route. The road network will incorporate on and off-carriageway cycling and this will be considered through Non-Motorised User audit and is subject to consideration in the emerging Framework Travel Plan. The application of this recreational and road corridor based cycle network ensures all key destinations are catered for.
10	Swindon Bicycle Users Group	6	Only two cycle/pedestrian crossings are shown for the railway/A420. For reasonable permeability, 4 crossing points should be provided (at roughly the recommended grid spacing of 250m).		The Village Proforma's have been addressed to include Footpath 5 crossing of the railway, along with use of the existing accommodation tunnels (wherever possible) to the east of Old Vicarage Lane and a new Railway tunnel providing access to Rowborough Village. These railway crossing points are further associated with crossing points on the A420 as secured through the relevant proformas.
10	Swindon Bicycle Users Group	7	Three crossings appear to be shown over the A419 heading in to Dorcan. Are we to interpret all of these as proposed crossing points for cyclists? If so we would be surprised: but would welcome them!		The crossing points shown on the A419 represent existing Public Rights of Way crossing points that are uncontrolled and are not proposed for alteration. Crossing points over the A419 are however to be provided by controlled at grade crossing points at White Hart, possible retention of the existing footway/cycleway bridge at White Hart and the provision of the new Public Transport, cycle and pedestrian bridge called Great Stall Bridge.

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10	Swindon Bicycle Users Group	8	Wanborough Road. There appears to be one crossing point shown, and two points at which walking and/or cycling routes terminate at the Wanborough Road. Yet there is no provision shown along Wanborough Road. This suggests a dangerous situation in which cyclists and/or walkers are encouraged to get to Wanborough Road but then cannot progress safely along it in either direction.		<p>The Redlands, Foxbridge and Lotmead Village Proforma's now include the following requirement:</p> <p>To provide a walking and cycling network that integrates with existing networks and provides good connectivity within the development and to the surrounding area incorporating community and recreational routes, to facilitate links with proposed primary, secondary and further education facilities, the District Centre and Employment areas within the NEV development and also between Covingham and Wanborough along Wanborough Road.</p>
10	Swindon Bicycle Users Group	9	<p>White Hart junction. It is important that cyclists should be able to navigate this junction safely. Our earlier corridor analysis identified the importance of this point in the network for:</p> <ul style="list-style-type: none"> <li>• Access to the existing network for journeys to the town centre;</li> <li>• Access to existing / improved network heading north/northwest to the Orbital, NCNR45 (north) and countryside and leisure destinations out towards the Cotswold Water Park.</li> </ul>		<p>Agreed. Safe provision for cyclists will be considered as part of the planned improvements to this junction, where at grade Toucan Crossings are currently proposed along with possible retention of the existing bridge.</p>
10	Swindon Bicycle Users Group	10	<p>Access to the Downs. Given the location of the NEV, it would surely be a good thing to identify access by bike or foot to the nearby wonderful countryside. This isn't obvious from the plan.</p>		<p>Noted. The opportunity to provide additional walking/cycling routes will be considered as part of the overall planning of the NEV.</p>



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10	Swindon Bicycle Users Group	11	Within NEV development. We had earlier recommended that "Routes should be overlooked, direct, legible, prioritised". We are particularly concerned that the routes indicated on the draft Masterplan are not, in general, overlooked. This will contribute to a perception of danger (whether justified or not) and act as a disincentive to unconfident cyclists.		Agreed. Detailed planning of routes will ensure community surveillance wherever possible. Clear signing will be provided and Toucan crossing points provided at key points of the major road network.
10	Swindon Bicycle Users Group	12	In each chapter (South Marston Village (expansion), Rowborough Village, etc.) there is a requirement to contribute to shared infrastructure, including "Contributions towards the footbridge (FP5) over railway". We believe this bridge should carry a footpath AND a cycle path, and contributions towards this should be sought from all developers.		The contributions towards the footbridge (FP5) will be shared between multiple villages (but not all that are proposed at the NEV, namely South Marston, Rowborough, Great Stall East and Great Stall West). The specification of the bridge will ensure that it can be used by both pedestrians and cyclists and will be fully DDA compliant.

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10	Swindon Bicycle Users Group	13	<p>Each chapter contains a requirement in the Local Infrastructure Needs section to "To provide walking and cycle network improvements that integrate with existing networks and provide good connectivity within the development and to the surrounding area (including the provision of bridleways)."</p> <p>This is good: however, this appears it is not clear that this will capture all of the cycling provision that will be required. For example:</p> <ul style="list-style-type: none"> <li>o There is no indication of how cycling provision will link to existing networks.</li> <li>o No boundaries are shown between the different developments. If there are any gaps (for example, to accommodate green infrastructure) then some cycling provision may be missed;</li> </ul>		Point noted. The Village Proforma's have now been altered to reflect the securing of a cycle network to connect to surrounding areas and existing infrastructure. The links between the development boundaries is captured in the contributions to linkages between the development islands.

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10	Swindon Bicycle Users Group	14	<p>In the chapter on Rowborough Village, the developer is required to "construct a new road link" under the railway.</p> <p>- On the plan, a cycle or walking (or both?) path is shown near the eastern boundary of the NEV area to cross the A420, yet the developer is not required to provide or contribute to it. Nor is this covered in the chapter on Great Stall East, which might be the other possibility;</p> <p>- The plan shows two road links under the railway. The existing one (Carpenter's Arms) will need to be enhanced to carry traffic. This should be a requirement placed on the developer.</p> <p>- An additional link across railway/A420 should also be provided, to the west of the new proposed crossing</p>		Improvements and control to the use of the Carpenters Arms tunnel and the implementation of crossing points on the A420 and under the railway are included in the Local Transport requirements in the Rowborough Village Proforma.
10	Swindon Bicycle Users Group	15	The draft illustrative Masterplan shows three foot or cycle (or both?) E/W crossings of the A419 towards Covingham / Dorcan, reflected in the map of the Foxbridge Village development. No developer is required to construct or to contribute specifically to these. Yet the South Marston Village developer is required to provide " cycle network improvements " across the railway and A4202.		The crossing points shown on the A419 represent existing Public Rights of Way crossing points that are uncontrolled and are not proposed for alteration. Crossing points over the A419 are however to be provided by controlled at grade crossing points at White Hart, possible retention of the existing footway/cycleway bridge at White Hart and the provision of the new Public Transport, cycle and pedestrian bridge called Great Stall Bridge.

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10	Swindon Bicycle Users Group	16	Each chapter contains a requirement (in the Strategic Infrastructure Needs (Shared) section) for "Contributions towards the linkages between development islands, and with the existing community." Some of these are phrased slightly differently ("Contributions towards the bridging structure linkages ...), which may mean something different. This is not clear.		Agree. The Strategic Infrastructure Needs has been altered for each development parcel to consistently require 'Contributions towards the linkages between development islands and with the existing community'.
10	Swindon Bicycle Users Group	17	The Strategic Infrastructure Needs (Shared) also require developers to contribute to Sustainable Transport Solutions (although this is called "Travel Plan" in many of the chapters) yet cycling is not mentioned as one of the Solutions required. This suggests that developers will not be required to contribute to cycling infrastructure.		Cyclists will be required to contribute to networks to accommodate all user groups: the Village Proforma's have been amended.

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10	Swindon Bicycle Users Group	18	<p>In the Infrastructure Delivery Plan only two mentions of cycling occur – for Great Stall Bridge and the new link across the railway at footpath 5.</p> <p>Cycling is mentioned nowhere else leading to the impression that most cycling provision will not be delivered. It does not get a look in other places where you might expect it to occur:</p> <ul style="list-style-type: none"> <li>o Highway links between development islands;</li> <li>o Southern Connector Road or A420 Highway Improvements (alongside which provision must surely be made?);</li> <li>o White Hart Junction Improvements (across which provision must surely be made?);</li> <li>o Framework Travel Plan (unless it's covered under the catch-all reference to "encourage sustainable modes");</li> <li>o The section on Leisure Facilities.</li> </ul>		The Village Proforma's have been addressed to cover cycling. Where the specification is not however explicit, i.e. along the Southern Connector Road or development island linkages, walking and cycling will be considered through mode hierarchy assessment in the form of a Non Motorised User Audit as dictated by Central Government Guidance.
10	Swindon Bicycle Users Group	19	<p>Comments from the sections above carry over as appropriate into our comments on the SPD, including:</p> <p>Table 1 on p13 contains no reference to any cycling infrastructure to be provided, even though Policy NC3 specifically includes walking and cycling infrastructure in its scope. Walking and cycling infrastructure meets the three tests mentioned in para 2.2 on p4 as being necessary, directly related and proportionate. It also meets the requirements of each of the five tests described in Policy IN1: Infrastructure Provision.</p>		A walking and cycle network is now included in the Village Proforma's.

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10	Swindon Bicycle Users Group	20	The reference to Footpath 5 in Table 1 does not make it clear that this should include provision for cyclists.		Conversion of footpath 5 to a footway/cycleway is now included in the revised proforma.
10	Swindon Bicycle Users Group	21	<p>BUG also supports comments from the Wilts and Berks Canal Trust: a cycle path alongside the canal will add an important element to cycling provision in the Eastern Villages, improving access to the wonderful surrounding countryside</p> <ul style="list-style-type: none"> <li>- It's very good to see that the protected canal route has been included</li> <li>- The construction of the canal must be included as part of the New Eastern Villages infrastructure</li> <li>- The canal should be funded by the developers</li> <li>- The canal offers opportunities for flood relief and land drainage</li> <li>- The canal offers a wonderful opportunity to make a distinctive character for the New Eastern Villages</li> <li>- Working canals in other location have created property uplift, and will do so here as well</li> <li>- A built canal will create both recreational and leisure assets as well as improving people's well-being</li> <li>- A built canal will create wildlife habitat assets and increase biodiversity</li> </ul>		Support noted.

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11	Ainscough Strategic Land	1	<p>In regard to the Framework S106 Agreement, Para 2.19 states that "land will be safeguarded for a specific purpose and guarantee access across land at nil cost to facilitate delivery of infrastructure that spans across two or more different land ownerships".</p> <p>We have made observations on this point previously, and suggest that whilst the sentiment may be good, the realities of achieving this is best approached through appropriately worded S106 agreements. It is our view that this has not been reflected within the granting of outline and reserved matters permission relating to the DB Symmetry site 'The Hub'.</p> <p>The Council needs to be absolutely clear and precise in future Agreement negotiations and discussions. ASL's concerns in relation to the phasing and deliver of the north-south link road have been well documented within letters of representation to the recent reserved matters application (Ref: 15/1522) and thus are not rehearsed again here.</p>		<p>The SPD has been revised to provide further clarity on a framework Section 106 Agreement. Please refer to Section 2 of the SPD.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
11	Ainscough Strategic Land	2	<p>In relation to the NEV Phasing Plan, Para 4.17 of the SPD states that "If planning applications are submitted in advance of the Phasing Plan, the onus will be on the developer to deliver the appropriate level of infrastructure to support the new community until such time the delivery of other development parcels/villages come forward".</p> <p>It is ASL's view that the infrastructure needs of an individual development village should be subject to a Transport Assessment rather than being tied to fixed infrastructure requirements. This is on the basis that overall housing delivery could be significantly adversely affected if an earlier phase of development is either delayed or halted - thereby constraining other schemes from being brought forward.</p>		<p>Section 2 of the SPD, the indicative delivery areas detailed in the Local Plan helps to identify the Council's preferred approach to the phasing of the housing and the related infrastructure to support the new communities at the NEV. If planning applications are submitted in advance of the preferred phasing, the onus will be on the relevant developer(s) and/or interested parties to deliver the appropriate level of infrastructure to support the new community until such time the delivery of other development parcels / villages come forward.</p>



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
11	Ainscough Strategic Land	3	<p>Whilst it is noted that the draft illustrative Masterplan has evolved from the previous version that was circulated in 2014, it does not accurately reflect the emerging development proposals that form the basis of the three major applications currently awaiting determination by Swindon Borough Council (SBC), namely:</p> <ul style="list-style-type: none"> <li>- Hallam Land Consortium (South Marston and Rowborough) - Ref: 13/1555;</li> <li>- Barberry Estates (Redlands Airfield) - Ref: 16/0021, and</li> <li>- ASL (Lotmead Farm Villages) - Ref: 15/0753 and 15/0754.</li> </ul>		<p>Point noted. However the purpose of the SPD and the accompanying documents including the Masterplan is to ensure that the key principles of delivering comprehensive and sustainable development at the NEV (as outlined in NC3) can be achieved. It is not the purpose of the SPD to address detailed matters that relate to specific planning applications.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
11	Ainscough Strategic Land	4	<p>The key fundamental differences between the illustrative Masterplan and ASL's proposed development are:</p> <p>1. The omission of any housing development to the west of the proposed access route from Wanborough Road on the illustrative Masterplan;</p> <p>2. The siting of the primary school and local centre within Lotmead as shown on the illustrative Masterplan is inconsistent with what is proposed within ASL's planning application as submitted in May 2015. The work undertaken to inform the positioning of the primary school within ASL's planning application has been considerable and should logically inform the illustrative SPD Masterplan;</p> <p>3. The illustrative Masterplan includes provision for a primary school within the Lower Lotmead village, whereas ASL is not proposing a primary school within this village as part of its planning application (a matter explored in further detail below) following extensive pre-application discussions.</p>		<p>1. This parcel is subject to an Historic England objection (applications S/OUT/15/0753 and S/OUT/15/0754).</p> <p>2&amp;3. The LEA require two Primary Schools. No amendment made.</p> <p>4. No change proposed. The alignment of the SCR will be subject to detailed design at reserved matters stage(s) of planning applications.</p>

4. The indicative route of the southern connector road needs to be fully consistent with what is proposed within ASL's application. At present, there appear to be differences (most notably in regard to the south western element of Lotmead.

11 Ainscough Strategic Land

5

In terms of the wider Masterplan and land falling outside of ASL's control, we would query why there is no primary school shown within the development village situated to the west of Lotmead (given that it has been identified as an individual village that will deliver approximately 850 dwellings - "Upper Lotmead") within the associated Draft Village Proformas document.

Please refer to Section 2 of the SPD, the indicative delivery areas detailed in the Local Plan helps to identify the Council's preferred approach to the phasing of the housing and the related infrastructure to support the new communities at the NEV. If planning applications are submitted in advance of the preferred phasing, the onus will be on the relevant developer(s) and/or interested parties to deliver the appropriate level of infrastructure to support the new community until such time the delivery of other development parcels / villages come forward.

11 Ainscough Strategic Land

6

We also consider that the southern boundary of the Masterplan area should be amended in the vicinity of Wanborough Road/Redlands island to reflect detailed design solutions being brought forward at the outline planning application stage. We attach a red line plan showing suggestions for an amendment to the boundary at this

We attach a red line plan showing suggestions for an amendment to the boundary at this point.

The NEV boundary shown on the Masterplan is consistent with the boundary shown in the Local Plan. On this basis, the boundary cannot be changed.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
11	Ainscough Strategic Land	6	Furthermore, it is noted that there are 3 separate crossings of the River Cole, with provision of two further links. Whilst the Infrastructure Delivery Plan apports a total of £4.7 million to meet the cost, there is potential for additional expense to enable the crossings to meet relevant crossing guideline standards. Clarity is required in regard to whether any additional expense would be met by funds included within the wider shared infrastructure pot.		The Masterplan illustrates an overall highway network that will provide efficient and necessary road access to the NEV.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
11	Ainscough Strategic Land	7	Clearly, it is important to ensure that the delivery of required infrastructure is fairly apportioned between contributing developments to ensure that the costs are shared equally between different development schemes.	<p>It is accepted that a degree of flexibility should be applied in regard to the masterplan, given that it is "illustrative" in nature and will not be utilised in an overly prescriptive manner in regard to setting the parameters for development proposals within the NEV.</p> <p>At present however, the discrepancies noted above are considered significant and need to be addressed within a revised version of the illustrative masterplan to accurately reflect ASL's development proposals.</p>	The Council understands the complex land and ownership arrangements at the NEV. In line with the comprehensive approach required by Policy NC3, the Council will seek from landowners / developers a consortium approach to enter into s106 planning obligations for the purpose of securing equitably and fairly the delivery of infrastructure which is necessary in order to deliver comprehensive and sustainable development.
11	Ainscough Strategic Land	8	As a general comment, it is suggested that a copy of the wider illustrative Masterplan should be incorporated within the finalised document for ease of reference.		Agree.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
11	Ainscough Strategic Land	9	In regard to the general phasing of the NEV, South Marston and Rowborough (to the north of the A420) are identified as forming the first phase of development, with Phase 3 comprising Foxbridge and Redlands at the southern end of the NEV. All other development parcels, including land falling within ASL's ownership, are represented as Phase 2.		Noted.
11	Ainscough Strategic Land	10	<p>It should be noted that Point 11 of the Statement of Common Ground between SBC and the various NEV developers (which was prepared to assist the Local Plan Examination process) supports development coming forward outside of the north-south phasing plan if suitable access is available. In these terms, the document states (for example, subject to testing, the existing access off Wanborough Road could be utilised).</p> <p>Although it is noted that the proposed development phasing schedule is not a prescriptive policy requirement, it does not accurately reflect how the NEV will be realistically built out.</p>		<p>The Joint NEV Statement of Common Ground does not refer to the existing access off Wanborough Road.</p> <p>If planning applications are submitted in advance of the preferred phasing, the onus will be on the relevant developer(s) and/or interested parties to deliver the appropriate level of infrastructure to support the new community until such time the delivery of other development parcels / villages come forward.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
11	Ainscough Strategic Land	11	<p>As outlined within ASL's planning application submissions, phasing of the NEV should be approached in a manner that will enable development to respect the employment and district centre (situated adjacent to the eastern edge of Swindon directly south of the A420) whilst infrastructure, both existing and planned will enable individual villages to be built out concurrently over the Local Plan period.</p> <p>This approach will help to ensure that the required transport and green infrastructure provision can be provided for the relevant phases of development and further expanded as subsequent phases are built-out. Furthermore, given the nature of the wider NEV development area, it is appropriate to incorporate a number of access points, including from the north (A420), west, and south (Wanborough Road), to enable development to commence in several locations, which will assist in delivering the required housing numbers in accordance with the proposed trajectory.</p> <p>Such an approach will enable the NEV to be developed by a number of house builders in different locations throughout the area, encouraging the widest choice in terms of size, type and design of unit to accord with the NPPF. Accordingly, issues such as design and interconnection can be positively addressed from the outset, which creates</p>		<p>SBC welcome the delivery of housing etc. in a multitude of areas across the NEV, however these need to be compliant with Local Plan Policy and therefore the utilisation of a multitude of access points needs to be weighted against the provision to avoid rat-running through adjacent communities. In this regard, large scale phased development may be permitted with appropriate access delivered from the A420, including strategic infrastructure delivery, or the Southern Connector Road, but any development served from Wanborough Road would have to illustrate a nil detriment to local villages and significant connectivity to the principal road network.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
			the optimum opportunity for the market to deliver housing and associated development in line with the Council's time and policy objectives.		
11	Ainscough Strategic Land	12	In general terms, the infrastructure requirements set out for each development village (whether those are site specific or NEV wide requirements) are broadly consistent.		Point noted.



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
11	Ainscough Strategic Land	13	<p>The significant exception to this, however, is education. Redlands and Foxbridge (page 21 and 25 respectively) are listed as needing to set aside land for the "future delivery" of a 2 FE primary school within the respective development proposals, whereas ASL's landholding (namely Lotmead and Lower Lotmead villages) are required to deliver a primary school within each site at the outset.</p> <p>Notwithstanding this seemingly inconsistent approach, the requirement of both Lotmead and Lower Lotmead to deliver a 2 FE primary school does not reflect ASL's recent (and on-going) discussions with SBC's Education Commissioner Gareth Cheal - with the approach to provision of education facilities at Lotmead not being justified or evidenced.</p> <p>Clearly, it is important that the delivery of infrastructure is borne fairly and appropriately between contributing developments to ensure that the costs are shared equally between different development schemes, and that larger development proposals are not liable to contribute a greater proportion of the necessary costs than they should.</p>		Agree that the cost of infrastructure should be fairly apportioned to all developers.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
11	Ainscough Strategic Land	14	<p>It is ASL's view that SBC's request for Lotmead and Lower Lotmead to incorporate 2x2FE primary schools is unjustified on the following grounds:</p> <ul style="list-style-type: none"> <li>- There is insufficient evidence to justify SBC's assumption that a 50% increase in peak pupil demand will be generated as a result of ASL's proposed development;</li> <li>- SBC's request for a transfer of land to address this temporary peak is disproportionate, And</li> <li>- SBC should utilise existing surplus capacity in the first instance (an approach which is consistent with that outlined within the Swindon School Place Planning Study (March 2011). Please refer to the attached letters prepared by ASL's education consultant TLP(dated 28th January 2016 and 29th April 2016) which provide further justification in regard to this point.</li> </ul> <p>Accordingly, this requirement conflicts with guidance set out within the CIL Regs (2010), which confirm that planning obligations need to comply with the following criteria in order to be enforceable:</p>		The Council's evidence base in relation to school place need justifies two school sites.

- They must be necessary to make the development acceptable in planning terms;
- They must be directly related to development, and
- They must be fairly and reasonably related, to the proposed scheme, in scale and kind.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
11	Ainscough Strategic Land	15	<p>Aside from the above considerations, further clarification is sought in regard to the following specific items:</p> <ol style="list-style-type: none"> <li>1. In regard to strategic infrastructure requirements, it is noted that a Post-16 financial contribution is required for Lotmead and Lower Lotmead, Foxbridge, Redlands, Upper Lotmead, Great Stall West. However, South Marston, Rowborough and Great Stall East are excluded from this requirement;</li> <li>2. Whether the new 8-10 FE secondary school which is proposed for the NEV (at Great Stall East) is only to take pupils to age 16;</li> <li>3. There is no requirement for specific provision or a financial contribution in regard to the delivery of a primary school in Great Stall West, although a financial contribution is required for secondary, post 16 and SEN, and</li> <li>4. It is not clear whether the need to widen the A420 between the western site access and Gablecross in a westbound direction (as originally outlined within the Eastern Villages Transport Study Report (April 2011)) is included as part of the A420 Highway</li> </ol>		<ol style="list-style-type: none"> <li>1. Both South Marston and Rowborough village proformas include a reference to Post-16 financial contributions. However, Great Stall East does not reference contributions to Post-16 education as this proposed village will be facilitating the delivery of the Secondary School (including Post-16 provision) on-site [check response]</li> <li>2. Great Stall East village will also provide for Post 16. The village proforma will be amended to reflect this.</li> <li>3. Point noted. Contributions towards Primary School provision will be added to the Great Stall West proforma.</li> <li>4. To be confirmed following further transport assessment.</li> </ol>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
			improvements.		
11	Ainscough Strategic Land	16	The IDP indicates that contributions will be sought from "developers/s106/local growth fund". The draft Village Proformas indicate that contributions will be pooled between the nine separate development villages, whilst the Planning Obligations SPD confirms that this will be refunded if Local Growth Funding is secured. As discussed in paragraph 2.4 of the Planning Obligations SPD, CIL Regulations (namely Reg 123) restrict contributions being pooled from more than five separate planning obligations for a specific item of infrastructure. It is unclear how this system would operate;		Under Regulation 123, the Council will take into consideration the impact of the s106 pooling restriction for planning obligations current at the time of the SPD adoption, when negotiating contributions to be secured by planning obligations. The Council will seek from landowners / developers a consortium approach to entering into s106 planning obligations for the purpose of securing equitably and fairly the delivery of infrastructure which is necessary in order for development to go ahead.
11	Ainscough Strategic Land	17	Funding arrangements for the Southern Connector Road (page 2) do not appear to incorporate the Local Growth Fund Allocation. This could place an undue burden on ASL and the viability/deliverability of the Lotmead Villages;		The Local Growth Fund Allocation is provisional, and subject to detailed Business Case which the Council are currently working on.
11	Ainscough Strategic Land	18	It is unclear how highway linkages between development islands (page 3) are to be funded and delivered when they fall outside of the applicant's redline or extent of ownership;		Each Village Proforma has been altered to secure 'contributions towards the linkages between development islands and with the surrounding community'. Wherever possible, SBC will seek for the linkages to be delivered by developers, but where this is not possible SBC will utilise the contributions to progress and implement the linkages in a timely manner.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
11	Ainscough Strategic Land	19	Secondary and Primary SEN is to be funded through SBC Capital programme and CIL not S106		Agree. Deleted
11	Ainscough Strategic Land	20	It is unclear in regard to how the S106 contributions will be calculated and whether the formula included in the "New Eastern Villages Mitigation Works West of A419 and Apportionment of Impacts, March 2014" will still be applied.		The current proposed approach is to incorporate the strategic Transport and Movement Infrastructure into a single transport package, thereafter development contributes to this package in accordance with their proportional scale; e.g. number of dwellings delivered as a proportion of the allocated 8000 dwellings. This approach reflects and respects the single allocation of the NEV and the requirement for comprehensive development.
12	Barberry (Swindon) Ltd	1	<p>Draft SPD, page 6, paragraph 2.13. We note the reference to encouraging landowners and developers to enter into a Framework agreement. On the basis that this may not be possible we suggest that the following wording should be added for clarification:</p> <p>"The Council will negotiate separate, stand-alone agreements with landowners and developers who are prepared to make contributions for on and off site infrastructure provision in general accordance with the draft SPD and draft VPIR."</p>		The Council consider that in the interests of delivering that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
12	Barberry (Swindon) Ltd	2	Again, we suggest there is a reference to individual Section 106 agreements being negotiated where the principle of contributions to on and off site infrastructure provision can be agreed with a landowner/developer. (Note: Our comments here should be considered in the light of our representation regarding Draft SPD, paragraphs 2.20 - 2.22 below.)		The Council consider that in the interests of delivering that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.
12	Barberry (Swindon) Ltd	3	We note that the Council may seek to amend the IDP and seek further contributions from NEV related development. We advise that this approach is unacceptable since clearly any intent to introduce new infrastructure items or costings could affect the viability of schemes already negotiated. Therefore, it must be clear that any additional items sought must be fully justified on the basis of guidance set out in the Framework and CIL regulations. It will also need to be explained why these matters cannot be provided by the public purse given that they should have been identified at the outset of the development. The representor would object to any suggestion that Section 106 Agreements should be varied throughout their life if new circumstances are identified by the Council in the future.		The Council agree that any changes to the infrastructure items and/or costs will be subject to public consultation, as stated in Paragraph 1.16 of the SPD. The evidence base for additional items and alterations to costs will be detailed in the NEV IDP.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
12	Barberry (Swindon) Ltd	4	Equalisation Agreements. We consider that this is a matter for the Council to take the lead on and should hold and distribute any monies arising.		In line with the comprehensive approach required by Policy NC3, the Council will seek from landowners / developers a consortium approach to enter into planning obligations agreements, pursuant to S106 (Town and Country Planning Act) or S278 (Highways Act), for the purpose of securing equitably and fairly the delivery of infrastructure which is necessary in order to deliver comprehensive and sustainable development.
12	Barberry (Swindon) Ltd	5	The objector agrees that Figure 1, New Eastern Villages Draft Illustrative Masterplan is appropriate for general purposes and notes that development proposals should be in "broad accordance" with the plan. We consider that further text should be added to paragraph 4.9 which states that "individual proposals will be based upon a more detailed Masterplan and reserved matters applications".	We consider that further text should be added to paragraph 4.9 which states that "individual proposals will be based upon a more detailed Masterplan and reserved matters applications".	Point noted, however consider additional wording suggested is not necessary.
12	Barberry (Swindon) Ltd	7	Table 1. The Police Station access improvements should be specific to that particular development and should not be a shared cost item.		All NEV traffic will have an opportunity to utilise the A420 where this junction presents a constraint. All NEV development should therefore pay for it's upgrade.



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
12	Barberry (Swindon) Ltd	8	Table 1. The Footpath 5 railway crossing improvements should be a site specific item, not a shared one.		Footpath 5 railway crossing provides connectivity for those willing to walk between the northern residential islands south of the A420 and employment at Honda etc., and residential islands to the north of the A420 with Symmetry Park and the District Centre. In this regard, SBC are seeking contributions from those island developments that would derive benefit from the railway crossing, to maximise its delivery potential.
12	Barberry (Swindon) Ltd	9	The park and ride scheme needs to be considered carefully since it is likely that many of the users will not be from the NEV area but will be from other parts of Swindon or indeed outside of the Borough. Therefore the true impact of the NEV needs to be considered in terms of setting a contribution to this development.		The Park and Ride scheme will indeed provide an opportunity for both NEV residents, patrons and employees to travel by bus, but also those travelling further afield. The Park and Ride will therefore have the potential to mitigate the impact of the NEV and further reduce background traffic flows allowing NEV traffic to have improved access to the wider highway network. It is therefore deemed appropriate and reasonable for the park and ride provision to be secured against the NEV and for contributions to be sought. The Village Proforma's have been addressed to reflect this.
12	Barberry (Swindon) Ltd	10	We consider that South Marston Primary School expansion should be a site specific matter.		The expansion of South Marston Primary School is identified as a site specific requirement as detailed in the South Marston Village Proforma.
12	Barberry (Swindon) Ltd	11	The provision of healthcare facilities needs to be considered carefully since these may be provided by the private sector and need not require developer contributions. This point needs to be explored in more detail.		The Council are working closely with health care providers to ensure appropriate facilities are provided both locally (where required) and strategically through the delivery of a doctor's surgery at the district centre.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
12	Barberry (Swindon) Ltd	12	Public open space. We do not consider that contributions to Central Area Public Realm works is justified. We do not consider that there is any evidence of harm arising which needs mitigation.		Point noted. The requirement for contributions towards Central Area Public Realm will be reviewed in any subsequent revision to the SPD.
12	Barberry (Swindon) Ltd	13	District heating network. This should be removed as a required infrastructure item.		The adopted Swindon Borough Local Plan requires development at strategic allocations to incorporate infrastructure for the district heating network where possible.
12	Barberry (Swindon) Ltd	14	We consider that in general the Council needs to review some of the infrastructure items and their costings to see if "pooling" can provide more cost effective solutions. For example, the identification of ambulance bays needs to be considered in the context of the provision of other community facilities since it might be possible to incorporate this requirement into other facilities, thereby achieving cost savings. This principle needs to be adopted across the whole IDP.		Maximised efficient use of land will form a priority for the NEV, and this may include multiple use buildings, open areas and highway/parking infrastructure.
12	Barberry (Swindon) Ltd	15	Main Land Uses. We acknowledge that the Illustrative Masterplan shows additional development in areas to the north and we have no objection to these being incorporated within the Redlands development area. We believe, however, the inclusion of this land will increase the overall potential capacity to 500 - 575 units depending on whether or not the two form entry primary school is provided. The text should be amended accordingly.		Capacity would be determined through detailed planning applications.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
12	Barberry (Swindon) Ltd	16	Reference to "Community Hub" under "Main Land Uses", "Land Required" and "Community Facilities". We do not consider that the Redlands village will justify the provision of a 'community hub'. We do envisage bringing forward a village shop which will be located close to the school and areas of main open space and believe this will be sufficient on site provision for Redlands.		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
12	Barberry (Swindon) Ltd	17	<p>Anticipated Delivery. It is apparent that the outline planning application at Redlands is progressing well and we see no reason for the delivery of Redlands to be delayed to Phase 3 when clearly it could come forward much earlier. The text should be changed to read as follows: 'Anticipated Delivery: could be delivered in Phase 1 subject to appropriate infrastructure provision.'</p> <p>We consider that this is a very important point given:</p> <ol style="list-style-type: none"> <li>1. The need to deliver housing across the NEV in general; so far, there are no implementable permissions in place for the major housing areas and it is important that sites which are capable of early delivery in Swindon can be achieved.</li> <li>2. The need to achieve a five year housing land supply in Swindon. The Council is currently facing a five year housing land supply shortfall. The release of sites such as Redlands, which is identified for development in the Swindon Local Plan, would accord with the policies of the Framework which require Councils to maintain a five year supply of housing.</li> <li>3. The Framework's requirement to boost significantly the supply of housing land.</li> </ol>		The anticipated delivery information is consistent with the indicative delivery as shown in Figure 11 of the Local Plan 2026.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
12	Barberry (Swindon) Ltd	18	Residential. The second bullet point referring to affordable housing should be amended by the addition of the following wording: "subject to viability".		There is a policy requirement to deliver 30% affordable housing on site. This requirement is made clear in the Redlands village proforma.
12	Barberry (Swindon) Ltd	19	Transport and Movement. The first bullet point should be amended by the insertion of the words, "or provide funding for" after "construct". The second bullet point should be amended by insertion of the words "or funding for such improvements," after "improvements".		SBC will seek for all on-site transport and movement infrastructure to be delivered by on-site developers, through their build programme.
12	Barberry (Swindon) Ltd	20	Green Infrastructure, Leisure and Heritage.  The reference to on site sports pitch provision should be removed. It has been agreed with the Council that formal pitch provision will be located elsewhere in the NEV. The text should be amended accordingly; informal recreation and children's play spaces will be provided on site.		In policy terms, the approach is to secure open space provision onsite. Only exceptional circumstances will off site contributions be secured.

12 Barberry (Swindon) Ltd

21 Transport and Movement.

- Any contributions towards 'bridging structure linkages' should be proportionate to the scale of development and impact arising. This should be explained in supporting text in the main SPD.
- We object to the reference to contributions to the footbridge over the railway which is disconnected from the Redlands scheme. This element should be removed as we see no justification under Framework or CIL policy for this element of infrastructure.

Noted. The highway links between the development islands will be an apportioned contribution that is strategically shared across all the proposed villages.

The requirement to contribute towards the provision of the footbridge over the railway has been removed from the Redlands Proforma due to unrealistic commuting walking distances.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
12	Barberry (Swindon) Ltd	22	<p>Community Facilities. We object to the provision of community facilities identified on the following basis:</p> <ul style="list-style-type: none"> <li>• It has not been demonstrated that a GP surgery cannot be provided by private sector funding. In our experience GP surgeries are generally provided by the private sector these days and there is no evidence that this cannot take place here.</li> <li>• It is not clear what adult and children's social care facilities will need to be provided on site. Contributions should only be for physical infrastructure and their ongoing maintenance and should not be used to fund streams. This should be funded by Council tax as it is an impact arising from the activity of occupants.</li> <li>• It is not clear that a strategy for library provision has been identified which would justify contributions.</li> <li>• We are not satisfied that justification has been provided for capital expenditure and maintenance payments for local health provision.</li> <li>• We are not satisfied that justification has been provided for contributions for the provision of physical infrastructure and maintenance of community safety facilities.</li> </ul>		The items identified in the IDP are critical to achieving sustainable development at the NEV. Further explanation is provided in the IDP.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
12	Barberry (Swindon) Ltd	23	<p>Green Infrastructure, Leisure and Heritage.</p> <ul style="list-style-type: none"> <li>• We are not satisfied that justification for the provision of a 25 metre swimming pool has been provided. This is an expensive piece of infrastructure and we have not seen justification for its provision in the NEV.</li> <li>• Any reference to contributions towards the management and maintenance of parish owned open space facilities must be on the basis that such payments are only made in respect of impact arising from the development and the necessary mitigation to overcome this impact.</li> <li>• Contribution to Central Area Public Realm. We object to this element since we see no connection between development at the NEV and the provision of improvements to the central area public realm.</li> </ul>		<p>There is a policy requirement to deliver a leisure facility at the NEV to support the new community. The contribution and cost for a 25m swimming pool has been informed by Sport England's facilities model. The contribution for Central Area Public Realm has been removed. All contributions secured must be directly related to the NEV and fulfil the tests as set out in the CIL Regs and detailed at para 2.2 of the SPD.</p>
12	Barberry (Swindon) Ltd	24	<p>Other Considerations.</p> <ul style="list-style-type: none"> <li>• We object to the reference to contributions to district heating. This is a private sector funding matter and should not require contributions to be made to a scheme which has not yet been proven to be needed or viable.</li> </ul>		Consistent with Policy DE2.



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
13	Hannick Home and the Peploe Tru	1	Notwithstanding the informative status of the draft Proformas, we consider that the wording must allow sufficient flexibility to aid the timely delivery of appropriate and proportionate infrastructure items contained therein.		Noted.
13	Hannick Home and the Peploe Tru	2	Through the joint promotion of the Green Land with Peploe Trust Land we are able to comprehensively Masterplan and subsequently deliver a substantial part of the New Eastern Villages, which would unlock the southern parcels of the allocation for development at an earlier stage than anticipated. Critically, this will help to facilitate part of the Southern Connector Road.		Noted. The Council welcomes early and proactive engagement to help facilitate and guide development proposals.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
13	Hannick Home and the Peploe Tru	3	<p>The Infrastructure Delivery Plan update for the NEV identifies that provision of a Southern Connector Road, that creates a highway link from the strategic road network (A419) Commonhead roundabout to the New Eastern Villages is critical to ensure capacity on the road network sufficient to accommodate the growth at the NEV. This infrastructure element is considered to have an estimated capital cost of £16.1m - whilst we offer no comment on the accuracy or otherwise of this cost assumption, the IDP states that its provision will be secured through both local “on-site” and shared “off-site” contributions.</p> <p>The alignment of the Southern Connector Route is not fixed. The NEV Inset Diagram, Figure 11 of the Local Plan shows an indicative alignment of a section of this road from Junction 15 of the M40, to the southern edge of the NEV allocation.</p>		Accepted; commitment to co-ordinated development is a positive step and realignment of SCR will not prejudice proper planning of area. No material impact (subject to detailed design/location) relating to environmental issues or traffic impact on Wanborough Road.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
13	Hannick Home and the Peploe Tru	4	<p>An archaeology store would enable storage of the finds and documentary archives associated with the NEV area. It could also act as the main/sole archaeology store for Swindon. This would maximise staff time and other resources, ensuring the sustainability of the NEV facility. It would have the additional benefit of contributing to the historical significance of the developing NEV area. It could be an important community resource, conferring prestige and supporting local learning, community engagement and contributing to local pride and identity.</p> <p>Appropriate archaeology storage would require:</p> <ul style="list-style-type: none"> <li>• Robust, secure premises, with floors capable of bearing weight of collections</li> <li>• Easy access to allow objects to be moved, checked and cleaned</li> <li>• Staff and researcher work space</li> <li>• Staff/researcher amenities (kitchen/staff room, toilets, storage)</li> <li>• Fixed and mobile shelving and racking</li> <li>• Compartmentalised storage for collections with specific environmental requirements</li> <li>• Stable and controllable humidity and temperature</li> <li>• Ventilation to maintain temperature and minimise gaseous pollutants</li> <li>• The means to exclude daylight from all storage areas</li> <li>• Non-water based fire suppression system</li> </ul>		Point noted. Ongoing discussions with Council partners to help showcase the local and historic assets at the NEV.

- Space for collections growth
- Storage for packing, conservation and documentation materials
- Community work/meeting space
- Temporary display facilities, including lockable museum cabinets

We believe this is fair and appropriate and supports 4.4, 4.12,

13 Hannick Home and the Peploe Tru

4

The draft Illustrative Masterplan demonstrates an indicative road network, that accommodates a Southern Connector Road that crosses the Wanborough Road and connects Lotmead and Foxbridge villages. It is clear that at present there is no certainty of provision of such a route in this location. However, the agreement reached between Hannick Homes and Peploe Trust demonstrates a significant opportunity to deliver part of that connector route which will serve to link the villages to the east and west of the Wanborough Road and to help facilitate onward connectivity to Junction 15 of the M4.

Plan ref LHL005-182 demonstrates an alternative location of the southern connector road that could be delivered by Hannick Homes and Peploe Trust.

The location and route choice of the Southern Connector Road will be dictated by ease of delivery, which working with supportive landowners will maximise, but also by geographical constraints presented by archaeology, ecology, flooding and necessary road geometry.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
13	Hannick Home and the Peploe Tru	5	<p>The Local Plan anticipates delivery of Lotmead as part of Phase 2 of the NEV (2019-2024) and Foxbridge as part of Phase 3 the latter part of the Plan period (2021-2026). Therefore, in addition to the provision, in part, of a significant item of NEV infrastructure, delivery of part of a connector route would be instrumental in unlocking part of the allocation which would help bring forward early delivery of homes at both Lotmead and Foxbridge villages and unlock further development parcels within the central portion of the NEV allocation.</p>		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
13	Hannick Home and the Peploe Tru	6	<p>Paragraph 4.17 of the Council's draft SPD supports an alternative approach to the indicative delivery of the areas of housing within the NEV (the phasing being identified in Figure 11 of the Local Plan), stating that if planning applications are submitted in advance of the indicative phasing plan, developers would need to deliver appropriate level of infrastructure to support a new community, until such time that delivery of other development parcels/ villages comes forward.</p> <p>There is significant opportunity for the Green and Peploe land to accommodate additional development from that indicatively shown in the draft NEV Masterplan, in part to assist in the delivery of part of the Southern connector road and to enable sufficient development to ensure that an appropriate level of infrastructure to support a new community as required by paragraph 4.17 of the Draft SPD.</p> <p>We are currently progressing a Masterplan for the site, to identify development areas and site capacity. The Masterplan will take account of the need to set development within a wider green infrastructure network, and offers suitable mitigation for existing properties adjacent and/or within the site.</p>		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
13	Hannick Home and the Peploe Tru	7	<p>It is therefore appropriate to reiterate that at this stage our suggested amendment to the draft Masterplan as shown on Plan ref LHL005-182, only seeks to demonstrate an alternative location for that Southern Connector Route, and does not seek, at this stage, to amend the development parcels associated with it. However, it is considered that these areas could accommodate additional development from the relatively limited amount shown in the current Masterplan.</p> <p>Noting the approach set out at para 4.7 of the draft SPD that confirms the role that NEV land promoters have to play in refining the draft NEV Masterplan, we look forward to sharing our emerging Masterplan and design work with the Borough, and request that those outputs are used to help shape successive iterations of the Masterplan.</p>		Accepted; commitment to co-ordinated development is a positive step and realignment of SCR will not prejudice proper planning of area. No material impact (subject to detailed design/location) relating to environmental issues or traffic impact on Wanborough Road.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
14	Capital Land Property Group Ltd an	1	<p>3.2 Land to the east of Swindon was originally identified as an area of search for some 12,000 dwellings. Policy SD2 (The Sustainable Development Strategy) of the adopted Local Plan has a requirement to review the strategy by 2016. As part of this review a new housing requirement will be defined through an updated Strategic Housing Market Assessment (SHMA) due to be published in 2017. All indications are that the SHMA will require an increase in dwellings to cover the period to 2031. It is important therefore that the potential efficient use of land east of Swindon, is not prejudiced at this stage and this should be recognised and recorded in the draft SPD.</p>		<p>It is not the purpose of the SPD to cross refer information in the emerging SHMA. This is part of the Local Plan review process.</p>



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
14	Capital Land Property Group Ltd an	3	<p>It must also be acknowledged that individual applications for parcels of land need to be financially viable and their associated planning obligations have to meet the requirements of Reg 122.</p> <p>For example, the proposed infrastructure requirements for the development at Great Stall East of approximately 1,100 dwellings appear to include an 8FE secondary school and 1,000 space Park and Ride site (it is not clear whether this relates to land for park and ride or safeguarded land). The provision of either of these facilities cannot be justified by the development of 1,100 dwellings and would therefore fail the Reg 122 test. Safeguarding the land for such facilities also impacts on the viability of a development proposal for this part of the NEV. As currently drafted, the draft SPD, Infrastructure Requirements and Infrastructure Delivery Plan appear to require all the CIL Charging schedule contributions as well as the significant expense of the NEV-specific infrastructure requirements and for these to be sought solely through S106 agreements.</p>		<p>The Secondary School and Park &amp; Ride sites are well located spatially to serve the entire NEV. Capital Land will only be required to contribute on a “pro-rata” basis for both the site and build costs, and will be compensated for loss of remunerative development land under equalisation/S106 arrangements.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
14	Capital Land Property Group Ltd an	4	<p>It would also appear that the evidence base behind the Draft Village Proformas and Infrastructure Requirements is not up to date, particularly in regard to:</p> <ul style="list-style-type: none"> <li>• Secondary, early years and special education provision which is based on 2009 data;</li> <li>• Park and Ride which is based on 2008 data; and</li> <li>• District heating infrastructure which is based on 2011 data.</li> </ul>		<p>The village proformas have been revised to reflect the latest information as relates to the delivery of on-site and off-site infrastructure at the NEV.</p> <p>With specific regard to Park and Ride, SBC are developing a Park and Ride strategy to supersede the previous study undertaken.</p>
14	Capital Land Property Group Ltd an	5	<p>It is also noted that a number of the projects identified in both the Infrastructure Delivery Plan - New Eastern Villages Update March 2016 and Table 1 in the draft SPD are not considered to be necessary. These include Park and Ride, District Centre Community Centre, libraries, New Eastern Villages Community Hub and District Heating Network. Whilst each of these is identified as being of benefit to the development of the NEV, unlike other infrastructure they are not described as being essential to serve the development or critical to its delivery. It is considered therefore that contributions related to these projects do not meet the requirements of Reg 122 and should be removed.</p>		<p>In line with the comprehensive approach required by Policy NC3, the Council will seek from landowners / developers a consortium approach to enter into s106 planning obligations for the purpose of securing equitably and fairly the delivery of infrastructure which is necessary in order for comprehensive and sustainable development including the delivery of library services, community facilities, Park &amp; Ride and District Heating Network.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	1	<p>Firstly, we believe that the title of the Supplementary Planning Document (SPD) is misleading to potential consultees and as such this invalidates the consultation process.</p> <p>The Draft SPD seeks to introduce policies far wider than those simply involved with “Planning Obligations”. The Draft SPD is quite clearly a land use document and seeks to adopt as policy the NEV Masterplan and other documents as well as other land use policies which are not planning obligations.</p>		The SPD seeks to provide further guidance as set out in the Local Plan. The Masterplan has been developed and is consistent with the policy framework as set out in Policy NC3 and Figure 11 of the Local Plan.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	2	<p>At paragraph 3.4 it is clear that the Draft SPD, purportedly in respect of planning obligations, is indeed seeking to adopt the Masterplan in terms which specify land uses in specific locations.</p> <p>Were the Planning Obligations SPD to be adopted then clearly conformity to the Illustrative Masterplan, as part of that adopted SPD, would be used for development management decisions.</p> <p>So as to underline the status of the Masterplan, paragraph 4.9 states that when adopted, individual planning applications for development of the NEV will be considered against the background of the Illustrative Masterplan and must be in broad accordance with “the Plan”.</p> <p>Quite clearly the adoption of the Masterplan is being done through a document entitled Planning Obligations. Therefore, potential consultees who may not have any interest in planning obligations may not see the need to respond to such a document thereby denying the opportunity to respond in respect of the land use plan.</p>		<p>As stated in the main SPD document (para 4.4), the Masterplan explains the detail of Figure 11 Local Plan Policy NC3. Development shall be delivered in broad accordance with the Masterplan and may evolve as development proposals are brought forward and detailed site investigations undertaken.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	3	<p>In respect of the SPD generally and the Masterplan it should be noted that the Examination into the Adopted Local Plan spent some considerable time in discussing and preparing Figure 11, based upon the Inspector's concerns regarding the use of SPDs and appropriate levels of detail in the inset diagrams. In this regard the Inspector referred to the 2012 Local Planning Regulations which state that the allocation of sites and policies for their development cannot be devolved from a local plan to SPDs and that policies such as development management policies, site allocations and infrastructure contributions cannot be "hidden" in SPDs.</p> <p>As is set out paragraph 1.2 of the draft SPD it is seeking to go beyond providing supplementary advice on obligations as it is set out to provide further detail in respect of development management and land use policies.</p> <p>The Draft Villages Pro-forma and Infrastructure Requirements which form part of the New Eastern Villages Planning Obligations SPD are clearly land-use documents setting out preferred land uses, including types, locations and densities.</p>		<p>The Masterplan has been altered to more closely reflect Figure 11 of the Local Plan by showing the entire area north of the River Cole as "District Centre" (which includes residential development). The key now includes B8 (Storage and Distribution; any development in this use class must be developed in a "form that complements" the District Centre (Policy NC3). The LPA is commissioning a more detailed District Centre brief to provide further guidance for the successful development of the centre.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	4	<p>All parts of the NEV as shown on the Illustrative Masterplan are covered by the Draft Villages Pro-forma and Infrastructure Requirements document barring the employment site, for which no pro-forma and infrastructure requirement is set out.</p> <p>The consultation exercise is also questionable given that the documents are not presented on the Swindon Borough Council homepage, its Environmental and Planning front page, Planning front page or Planning Policy front page. The document is hidden within a sub-menu for consultations.</p>		<p>Point noted. The SPD and associated proformas will be updated to reflect the current position with regards to planning applications at the NEV.</p> <p>With regards to availability of information on the SBC website, a friendly url link was provided on all covering letters, memos and emails and on the statutory public notice. In accord with the TCPA Regs hard copies were also sent to all Borough libraries and Parish Councils.</p>
Page 556	15	5	<p>The document relies extensively on the July 2013 Draft Supplementary Planning Document. This document is itself out of date and has been superseded by the Swindon Borough Local Plan 2026. The 2013 SPD is a non-statutory document.</p>		<p>The EV Draft SPD was not formally adopted, however it was subject to public consultation and informed the work on Policy NC3 as detailed in the Local Plan 2026.</p>
	15	6	<p>Paragraph 1.11 states that the SPD relates to the infrastructure required for the delivery of a total of approximately 8,000 dwellings as specified in Policy NC3. This statement fails to acknowledge or recognise the requirement for the delivery of other land uses within the NEV, in particular, employment land uses critical to the Borough Council and the local plan's economic development strategy.</p>		<p>As stated in Policy NC3, the NEV is a mixed use development and the village proformas and accompanying IDP (NEV Update) reflect this drawing upon other relevant policies in the Local Plan.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	7	<p>Paragraph 2.19 states that the Council will seek to reach agreement with all parties with a controlling interest in land in the NEV through a Framework S106 Agreement. Such a Framework S106 Agreement can only come forward as part of planning application proposals. In respect of land within the control of our clients at The Hub, planning permission has already been granted, having not entered a Framework S106 Agreement. As such, the Agreement will not capture all development parcels within the NEV and therefore an alternative mechanism is required to ensure a fair and equitable distribution of necessary infrastructure costs.</p> <p>Whilst not being party to any Framework S106 Agreement, our clients would have concern that any proposal sought to guarantee access across land at nil cost.</p>		The Council consider that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	9	<p>Whilst development management requirements can be a means to ensure comprehensive development anti-ransom provisions are not lawful. There is some case law with regards to this position in The Queen v Secretary of State for Environment ex parte Webster in 1999. Mr Justice Sullivan, in Judgement, stated:</p> <p>“the Council took the view that they should ensure that, physically, the access was capable of ensuring the comprehensive development of the whole site and they ensured that by way of conditions. The Council went on to consider the position of the applicant in commercial terms, but took the view that that was a matter to be resolved by negotiations between the interested parties. That was an attitude which the Council were perfectly well entitled to take. The Council, as local planning authority, are not concerned with the private rights of individual landowners and with whether one landowner may or may not have to pay a ransom to another. The Council, as planning authority, are concerned to ensure that the access will facilitate suitable development in physical terms, subject to the landowners entering into negotiations between themselves as to the terms on which they may obtain access over each other’s land.”</p>		<p>As stated in Section 2 of the SPD, the Council will use s106 planning obligations in line with the legal framework including to secure funding for the delivery of infrastructure; to safeguard land for infrastructure delivery; to safeguard access to land for infrastructure delivery; to control the direct delivery of infrastructure where it is appropriate to do so and no more suitable alternative mechanism exists; and to control the future use of land and access to it once that infrastructure has been delivered, as appropriate.</p>



Later in the Judgment, Mr Justice Sullivan emphasised that such matters are for commercial negotiations between landowners and if the land owners genuinely are unable to come to terms, the Council would always have a back-stop position of being able to make a CPO to secure the development of the land.

Furthermore, Regulation 122 of the CIL Regulations requires councils to only take a S106

Agreement into account if it meets the three statutory tests. It is not believed that an anti-ransom provisions could meet those tests.

Whilst landowners may willingly enter into such an agreement, such an agreement could not be taken into account in decision making, and the rejection of entering such an agreement would not provide the council with reasonable ground for resisting planning permission.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	10	<p>In respect of the NEV Masterplan, paragraph 4.3 states that this has been “comprehensively updated” in partnership with a wide range of stakeholders.</p> <p>This is not accepted as will be highlighted in respect of these representations. The final bullet point on paragraph 4.7, again in respect of the NEV Masterplan, states that this has been prepared in co-operation with work undertaken by land promoters and other groups.</p>		There will be another opportunity to comment upon changes made to SPD and accompanying documents. The Council continues to work proactively with its partners, interested parties and delivery agents.
15	DV4 Properties Swindon Co. Ltd (D	10	<p>In respect of the NEV Masterplan, paragraph 4.3 states that this has been “comprehensively updated” in partnership with a wide range of stakeholders. This is not accepted as will be highlighted in respect of these representations. The final bullet point on paragraph 4.7, again in respect of the NEV Masterplan, states that this has been prepared in co-operation with work undertaken by land promoters and other groups.</p>		The preparation of the SPD has been an iterative process and the Council will continually engage with the developers, stakeholders and all interested parties in the achievement of comprehensive and sustainable development at the NEV.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	11	In addition to the requirement to enter a Framework S106 Agreement, the SPD at 4.11 paragraph states that developments within the NEV will be supported where the necessary planning obligations are secured to enable development to take place by securing unfettered access across third party land. As a generality, clearly such Section 106 agreements need to take into account CIL Regulations in respect of the tests to be met and in respect of pooling.		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	12	<p>Overall the Illustrative Masterplan needs to conform far more closely to the adopted Figure 11 Inset Diagram in identifying land uses. In its present form the Masterplan, being part of the SPD, is seeking to allocate sites and policies, not in accordance with the Local Plan.</p> <p>The Adopted Local Plan quite clearly identifies what is now being referred to as Great Stall West as well as the employment site falling between Great Stall West and Great Stall East, as a single land use allocated for “Mixed Uses; District Centre; Employment and Residential”. Indicative locations for mixed employment and district centre are indicated. The Adopted Inset Diagram also shows two main access points as well as an indicative core express bus network route and indicative express bus network route. The indicative core express bus network route crosses through the employment site in an east to west direction, connecting the park and ride site in Great Stall East (adjacent to the A420) with the district centre located in the approximate position of the existing Sainsbury’s store and then on to the Green Bridge. The indicative express bus network route continues from the main access point at Gable Cross travelling directly north to the local centre, located centrally within Upper Lotmead.</p> <p>The Illustrative Masterplan seeks to</p>		<p>The Masterplan has been revised to closely reflect Figure 11 of the Local Plan by showing the entire area north of the River Cole as “District Centre” (which includes residential development). The key now includes B8 (Storage and Distribution; any development in this use class must be developed in a “form that complements” the District Centre (Policy NC3). The LPA is commissioning a more detailed District Centre brief to provide further guidance for the successful development of the centre.</p>

15 DV4 Properties Swindon Co. Ltd (D

13

allocate this part of the NEV in a way which will not deliver the development needs set out in the Adopted Local Plan.

The development area shown for employment uses on the Masterplan total just over 20 hectares representing only two thirds of the gross area required for B8 uses within the Adopted Local Plan and Economic Development Strategy.

The Illustrative Masterplan shows broadly the development parcels proposed as part of the outline planning permission (S/OUT/14/0253) for B1b/c, B2 and B8 uses. It was always made clear to the local authority that the employment provision as part of the application would not meet the full policy requirement for 30 hectares of B8 employment and that further land within the Local Plan mixed-use allocation would be required to be brought forward for employment uses to meet the Local Plan and economic strategy requirement. Furthermore, the intended allocation within the SPD Illustrative Masterplan for B2 and B8 uses does not cover the full range of uses permitted by way of the outline consent.

Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	14	The Illustrative Masterplan does not distinguish a road hierarchy unlike the Adopted Inset Diagram.		The adopted inset diagram (Figure 11 of the Local Plan) illustrates the following on site highway features: Main Access Points, Green Bridge, Indicative Southern Connector Road, Indicative Express Bus Network Route and Indicative Core Express Bus Network. These highway features are illustrated on the current Masterplan, with the width of the indicative road representing its status as Primary or Secondary route. This hierarchy will be further detailed as the Masterplan progresses.
15	DV4 Properties Swindon Co. Ltd (D	15	The Illustrative Masterplan identifies large areas of green infrastructure within the employment area, particularly within the northern site area. At present there is an area of land protected by a Condition due to the presence of archaeological finds. In the event that further archaeological investigation determines that development may occur in this area, it should not be constrained by the land use allocation in the Illustrative Masterplan.		Noted, but the LPA considers that the identified archaeological area will need to be protected from development in perpetuity.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	16	<p>In addition, land west of the indicative road opposite Marston Farmhouse and the area shown for district centre, referred to as Area C in respect of The Hub application, is included for green infrastructure.</p> <p>This area of land was subject to early discussions with the local planning authority regarding commercial uses as part of the employment application but was subsequently deleted from that application. However, the intention remains to bring this site forward in accordance with policies within the Adopted Local Plan and the allocation within the Adopted Local Plan as being part of the mixed-use District Centre, Employment and Residential area. The approved layout for the employment development includes an access into Area C. The district centre annotation needs to be extended west to include Area C.</p>		Noted and plan amended.
15	DV4 Properties Swindon Co. Ltd (D	17	<p>It is noted that in respect of the east/west spine road, other than for the employment uses, there is no set-back from the road network of indicative development areas and no incidental open space included. The Illustrative Masterplan needs to include all of that land up to the road network as employment use or the Masterplan should include 20 meter landscape corridor either side of the indicative road network.</p>		The incidental open space adjacent to the employment area at Symmetry Park is reflective of the submitted and approved planning application. The development areas to the east are not subject to this level of detail and scrutiny and any incidental open space or road set back will be determined through the planning process and the demands of the road user groups.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	18	<p>Area C is included within the Great Stall West Draft Villages Pro-forma and Infrastructure Requirements section. This sets the land use requirement for approximately 900 dwellings, at an average density of 40 dwellings per hectare, on an area exclusively for residential use of approximately 7 hectares which includes the primary road network. However, residential is included within the district centre mixed-uses (A1-A5, C1-C3, D1-D2) as well as B1a/b/c uses. Such employment land is said to be required to compliment the mixed-use district centre.</p>		Noted.
15	DV4 Properties Swindon Co. Ltd (D	19	<p>The section in respect of Great Stall West in terms of local infrastructure needs, design and form of development, also refers to the villages of Great Stall West and Great Stall East being the most visible part of the development from the A420 (it is noted that there is a typographical error in the document).</p> <p>The villages of Great Stall East and Great Stall West are seen as gateways to Swindon and that it is essential that high quality design and use of high quality materials is achieved. These comments together with the absence of a pro-forma which covers the employment area would confirm that the employment land is not considered to be part of the villages.</p>		Noted. The village proformas will be reviewed to reflect the employment uses at these locations. It is not considered necessary to prepare separate village proformas for employment land as the development of the NEV needs to be considered as a whole.



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
15	DV4 Properties Swindon Co. Ltd (D	20	In respect of strategic infrastructure needs a reference was made to contributions towards “the bridges”. No explanation of what “the bridges” means, as to whether this is the Great Stall Bridge, or bridges across the River Cole.		The Village Proformas include Great Stall Bridge and linkages between development islands as individual infrastructure requirements. The 'linkages between development islands' have been previously referred to as 'bridges' and will incorporate road, footway and cycle route links that may need to traverse waterways and floodplain etc.
15	DV4 Properties Swindon Co. Ltd (D	21	In respect of shared strategic infrastructure needs which includes A420 highway improvements including Gable Cross Roundabout improvements, no reference is made to shared infrastructure needs for any other access off the A420.		Strategic infrastructure along the A420 east of the A419 is listed as White Hart Junction, Gablecross Roundabout and Police Station Access. These are implicated by all NEV traffic utilising the A420 corridor. Site specific access onto the A420 will however be specifically necessary to release development parcels and these access points will be the sole responsibility of the associated development parcel.
16	Hannick, Hallam and Taylor Wimp	1	HHT consider that a Framework Agreement approach is unrealistic due to the considerable number of landowners and developers who have interests in land and/or development schemes that comprise the NEV allocation. As such we consider it necessary to introduce sufficient flexibility to allow an alternative approach, should it prove unfeasible to introduce a Framework S106 Agreement.		The Council consider that in the interests of delivering that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	2	A flexible approach is required by national guidance in respect of the preparation of local policy guidance including supplementary planning documents. Such documents and indeed planning obligations should avoid adding inappropriately to the burdens on development.		The SPD and its accompanying documents have been prepared in accord with Planning and CIL legislation.
16	Hannick, Hallam and Taylor Wimp	3	HHT set out suggested amendments to the draft SPD which we consider are necessary to ensure sufficient flexibility within the document to support the timely implementation of the NEV, having regard to the Local Plan policy framework. Such amendments would ensure consistency with national planning policy and guidance.		Noted.
16	Hannick, Hallam and Taylor Wimp	4	<p>To provide sufficient flexibility to allow an alternative approach HHT considers it necessary to introduce additional text to the final sentence at para 2.13.</p> <p>Landowners/developers are encouraged to join together and enter into framework agreement with the Council, [added text follows] although the Council will consider alternative mechanisms if necessary. Such a change is entirely consistent with SD3 and its commitment to find solutions that mean that permissions may be granted and given the lack of evidence that the Framework Agreement approach is realistic.</p>		The Council consider that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	5	<p>Policy HA2: Affordable Housing</p> <p>The wording in the first bullet point in para 2.15 does not accurately reflect Policy HA2. It reads as though the delivery of off site provision may be subject to viability assessment whereas the actual policy makes it clear that the 30% target is subject to viability. So it might be worth considering amending the wording to read:</p> <p>Policy HA2: Affordable Housing. This policy requires all developments of 15 homes or more or on sites larger than 0.5 hectares, and subject to economic viability, to deliver a target of 30% affordable homes on site, or where it can be demonstrated as appropriate, a proportionate contribution can be provided towards affordable homes off site provision.</p>		Policy HA2 is an adopted Local Plan policy.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	6	<p>Framework S106 Agreement HHT suggest the following amendment to the text at Para 2.19 to provide sufficient flexibility to allow an alternative approach to a Framework S106 Agreement.</p> <p>The Council will seek to reach agreement with all parties that have a controlling interest in the land at the NEV through a Framework Section 106 Agreement. The Framework Section 106 Agreement suggested replacement text "will serve" with " would aim" to:</p> <p>Capture all development parcels within the NEV to ensure a fair and equitable distribution of the necessary planning obligations and the effective delivery and maintenance of the required infrastructure.</p> <p>Ensure that the triggers for infrastructure delivery are reasonable so as to not jeopardise the viability of development proposals within the NEV.</p> <p>Provide an effective mechanism for securing the land required for infrastructure within the NEV development area - this will provide certainty that land will be safeguarded for a specific purpose and guarantee access across land at nil cost to facilitate the delivery of infrastructure that spans two or more different landownerships.</p>		The Council consider that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.

16 Hannick, Hallam and Taylor Wimp

7

[Delete following text] "This agreement is critical in assisting developers in ensuring that their schemes form part of a wider comprehensive strategic development."

7. Insert additional paragraph Para 2.20:

It is recognised that a Framework S106 Agreement may not be achievable given the number of parties within controlling interests in the NEV, and therefore alternative proposals may need to be progressed in order to deliver the proposed development and infrastructure in a timely manner. Such an alternative scenario may involve the delivery of infrastructure being secured by a series of S106 planning agreements entered into as and when specific villages within the NEV progress.

The proposed amendments recognises that the approach set out by the Borough Council is not the only means by which necessary infrastructure may be delivered.

The Council consider that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	8	<p>Infrastructure Delivery Plan HHT understands the Infrastructure Delivery Plan to be a living document and considers that it is right to be viewed in this way and as such the information within it insofar as assessment of infrastructure requirements will develop and be refined over time as a result of more detailed assessment.</p> <p>HHT supports an approach that seeks to secure a future consultation on cost variance from that stated in the IDP. However, HHT are not in agreement that a 10% uplift in cost variance can be assumed to be tolerable. It is critical that infrastructure costs are fully understood and made readily available to interested parties to ensure viability of schemes is fully considered. This applies to cost changes of below 10% and para 2.22 should be amended accordingly.</p>		Point noted. With regards to subsequent reviews of the IDP, the Council consider that it is appropriate to review this on an annual basis and will be subject to public consultation. The SPD will be reviewed on this basis.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	9	<p>It is critical that the schemes identified in the IDP are necessary and are appropriately evidenced in terms of function, need and cost, so as to ensure that any such contributions are proportionate, reasonable and directly related to the development. HHT agree that it is inevitable that costs and requirements will evolve as new information becomes available.</p> <p>For this reason and for those set out in Appendix A to these representations, reference should be made to the need for review of the elements and costs of infrastructure insofar as they are described in the SPD.</p>		The SPD states that the IDP will be reviewed to take account of future changes to costs and requirements.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	10	<p>Moreover, it should be clear that the costs of infrastructure provision or requirements may need to be reviewed specifically in the context of the approval of specific applications.</p> <p>Suggest the following addition to para 2.22:</p> <p>The extract of the IDP that relates specifically to the delivery of the NEV has been updated for public consultation alongside this SPD. It is likely that certain costs will evolve as new information becomes available [suggested additional text] including in particular in the context of specific planning applications where the need for, cost and delivery will need to be further considered.</p>		Point noted. The Council consider that it is appropriate to review the IDP on an annual basis and will be subject to public consultation.



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	11	<p>Securing Planning Obligations at the New Eastern Villages</p> <p>For the reasons set out above and in Appendix A to these representations, HHT suggest the following amendments to the text at Para 3.3 and 3.5 to provide sufficient flexibility to allow an alternative approach to a Framework S106 Agreement.</p> <p>Para 3.3 - The Council [suggested deletion of "requires" [amendment to text suggested "seeks" a holistic approach to the securing and provision of necessary shared infrastructure for the NEV development, and to ensure infrastructure is delivered in the right place at the right time. [Additional text suggested] This may be achieved by a Framework S106 Agreement for the NEV or an alternative arrangement as referred to above in paragraph 2.20.</p> <p>Sufficient flexibility should also be introduced into para 3.5 given the substantial uncertainty regarding agreeing an equalisation procedure.</p> <p>It should be recognised explicitly that equalisation is not likely to be achievable given the number of parties with controlling interests in the NEV.</p> <p>While in paragraph 3.5 the SPD provides</p>		The SPD has been updated to improve clarity.

for the Council to work with landowners and developers to fix and agree locations and sizes of relevant facilities in the absence of an agreed equalisation process it goes further by suggesting the need for an agreement of a "precise equalisation procedure."

[Additional text suggested as follows]  
The need for such a procedure remains unrealistic but also unnecessary. The SPD should be amended to provide further flexibility. This should include deletion of the reference in the last sentence of para 3.5: "and agree the precise equalisation procedure at developer cost."

16 Hannick, Hallam and Taylor Wimp

12

Planning Obligations  
Para 4.11 Amend as follows:

"In line with Local Plan policy, development proposals within the NEV will be supported by the necessary planning obligations. These will be secured as appropriate having regard to the nature of the S106 mechanisms being used in order to:

Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	13	<p>On and Off Site infrastructure Para 4.13 Amend as follows:</p> <p>“Onsite infrastructure will include both strategic and ‘local’ items i.e. specific infrastructure items identified for each village. A list of the infrastructure requirements, also referred to as a ‘pro forma’ has been prepared for each village. This suite of documents will help to identify the infrastructure items required at each village in a clear and succinct way. [New text follows] The precise way in which such infrastructure is to be provided or contributed towards will depend on the nature of the S106 mechanisms used.</p> <p>Moreover the following should be added as a new paragraph</p> <p>“The schedule of strategic and local infrastructure needs sets out the potential requirements arise from the policies of the development plan. The requirements each village both in term of local and strategic infrastructure) will be refined in the light of updated policy for instance at national level in relation to sustainable development, and having regard to the means by which infrastructure is to be provided. Account will also be taken of the costs of provision and changes thereto and also the need for a demonstrable relationship</p>		The village proformas clearly set out the on and off site infrastructure requirements.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
			between the provision sought and the development to be permitted. The Council recognises that further prioritisation of the requirements may be necessary and appropriate and that not all such provision (e.g. provision for off site infrastructure) will meet the tests of planning obligations in each circumstance or that all such provision may be deliverable or affordable”.		
16	Hannick, Hallam and Taylor Wimp	14	<p>Para 4.15 – see Appendix A to these representations. Phasing Plan</p> <p>Para 4.17 Amend as follows: If planning applications are submitted in advance of the Phasing Plan, the onus will be on the developer working with the Council to deliver the appropriate level of infrastructure to support the new community until such time as the delivery of other development parcels / villages come forward.</p>		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	15	<p>Summary of infrastructure requirements Para 4.18 Amend as follows: Table 1 below sets out some of the key strategic and local infrastructure requirements. It indicates whether items are a shared infrastructure need or development site-specific infrastructure requirement. The shared infrastructure includes the infrastructure that is critical to the sustainable delivery of the NEV as a whole that requires the safeguarding of land and / or funding from more than one application site. For the avoidance of doubt, the way in which shared infrastructure is delivered, and indeed what is shared infrastructure, will depend on the nature of the S106 mechanism used. For example, a Framework S106 Agreement entered into by all parties with a controlling interest in the NEV will allow infrastructure to be shared by all of the parties where appropriate. However, if an alternative solution is progressed then some of the shared items may be delivered by particular villages and some of the items may be delivered by a group, but not all of the villages.</p> <p>New Para: It is likely that as new</p>		The village proformas clearly set out the requirements for each village.

information becomes available including in particular in the context of specific planning applications, where the need for cost and delivery, will need to be further considered. See reference in appendix A to viability and the example of District Heating.

16 Hannick, Hallam and Taylor Wimp

16 Masterplan

The wording at Para 4.8 - 4.10 of the draft SPD would seem to suggest that the Masterplan will remain in draft form through the adoption of this SPD, and as such the Plan will therefore be subject to a separate consultation process and adoption date. HHT consider that clarity should be provided on this point. In making comments on the Plan, HHT have assumed that the Illustrative Masterplan is intended to form part of the SPD.

The SPD comprises of the Masterplan, NEV IDP and village proformas.

16 Hannick, Hallam and Taylor Wimp

17 Where both paragraphs 3.4 and 4.9 refer to the need for proposals to be in broad accordance with the Illustrative Masterplan, there is also welcome recognition that the master plan may evolve as proposals come forward and further investigations are completed. Significant departures from the Masterplan may therefore be justified which should of course be recognised in para 3.4 and/or 4.9 of the draft SPD.

Noted. SBC will require development proposals to be “in broad accordance” with the adopted Masterplan.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	18	<p>Draft Proformas</p> <p>Similarly the wording at Para 4.13 of the Draft SPD suggests that the Proformas are separate to, and do not form part of the Draft SPD. This is further confirmed by the lack of reference within the contents page of the draft SPD. HHT therefore consider that this should be made explicit at Para 4.13 that the proformas do not form part of the SPD but are informative to help guide the delivery of the infrastructure associated with each village.</p> <p>Add additional paragraph: "For the avoidance of doubt the infrastructure referred to as the Village proforma do not form part of the SPD but are informative to help guide the delivery of infrastructure. The requirements set out in the proforma will in any event be considered in the light of updated information and evidence including that in relation to viability and/or deliverability and in the context of individual applications"</p>		Noted. It will be made clear that the village proformas seek to inform the SPD.
16	Hannick, Hallam and Taylor Wimp	19	HHT welcome the acceptance that the master plan may evolve as proposals come forward and further investigations are completed.		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	20	<p>Para 4.7 of the draft SPD sets out 6 key considerations that have been taken into account in developing the draft NEV Masterplan one of which is to “adopt a pragmatic approach to preparation, including acknowledging and incorporating, where appropriate, work undertaken by NEV land promoters and community groups”.</p> <p>In this vein we consider that the NEV Masterplan and draft proformas should be amended as illustrated in the attached amended Master Plan (Appendix C) to reflect the significant technical surveys and masterplanning exercises associated with application proposals for South Marston and Rowborough which reflect the extensive discussions with Swindon Borough Council and other parties regarding both site wide design principles and more detailed masterplanning points. Such evolutions reflect amendments made in the updated application proposals which in turn reflect updated technical work set out in the Regulation 22 submission.</p> <p>In considering amendments to the Illustrative Masterplan therefore, reference should be made to the material set out in the updated application submission (including Regulation 22</p>		Noted.



Rep no Organisation

Comment No Justification

Proposed changes

Officer response

information) which should inform the progression of the SPD.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	21	<p>Education</p> <p>With regard to education provision, strategic policies NC3 and RA3 state that development should deliver primary school places within the village to meet the needs of the expansion, and does not address the means by which this is delivered.</p> <p>While HHT are conscious of the discussions in relation to the expansion of the existing primary school, the strategic policy (NC3) is to deliver school places not necessarily through the expansion of the school. Were the expansion of the existing school not to take place, then an alternative means of provision would be required. This may include provision of a 1FE school at South Marston within the area covered by the illustrative Masterplan.</p> <p>In the eventuality that the expansion of the existing South Marston Primary School does not proceed as planned, then a sufficient and well located site (along with replacement residential land) should be identified within the Masterplan proposals to ensure that primary school provision is provided.</p> <p>The attached amended plan sets out the most appropriate location for a school site within the expansion areas of South Marston and this should be reflected on</p>		<p>Noted.</p> <p>If the Education Authority does not proceed with the expansion of the existing school, there will be a requirement for the provision of a new 1FE school. The alternative school site location proposed by HHT is acknowledged.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
			the illustrative Master Plan.		
16	Hannick, Hallam and Taylor Wimp	22	<p>Development Parcels</p> <p>Were a site to be developed for a new school within the expanded South Marston then replacement residential land would need to be brought forward for development. An equivalent area of residential development is therefore included within the attached amended illustrative master plan in extended development parcels to the south of those shown on the above Plan prepared by the Borough Council - to come forward (and recognised as such) in the eventuality that the extension of the existing primary school does not take place and that a new one is required.</p>		If the Education Authority does not proceed with the expansion of the existing school, there will be a requirement for the provision of a new 1FE school. The alternative school site location proposed by HHT is acknowledged.
16	Hannick, Hallam and Taylor Wimp	22	<p>Other minor refinements to the development parcels are proposed as a result of the further progression of the master planning process and in the light of updated environmental information that accompanies the application update.</p>		Noted.
16	Hannick, Hallam and Taylor Wimp	23	<p>For the reasons set out in the updated application material a modest variation is proposed to the alignment of the primary street shown within the expanded South Marston village. The amended alignment is located to the south of Red House and would result in an effective, deliverable and appropriate element of the Masterplan.</p>		Masterplan being updated.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	24	<p>With regard to Rowborough, HHT continue to regard the provision of a second point of access between Old Vicarage Lane and Rowborough to be an important part of the Masterplan and anticipated for some time – including in the Swindon Transport model.</p> <p>The benefits of the second access as part of the movement network have been set out in the application proposals to date and in the updated proposals and Regulation 22 information.</p> <p>Provision of two access points will have substantial benefits in terms of the access and movement strategy including allowing the delivery of a true public transport loop (which employs the shortest route and avoids duplicated sections of road on the route) and hence will result in much enhanced public transport provision.</p> <p>Equally, provision of enhanced foot and cycle connections along less trafficked road or roads will also contribute strongly to encouraging sustainable modes including for those making use of complementary services and facilities in South Marston and Rowborough. Additionally the management of the construction process and emergency access provision are important benefits.</p>		<p>Linkages between the A420 at the proposed eastern access under the railway and Old Vicarage Lane would allow for a strategic bus loop addressing connectivity between the development, Swindon and Oxford, including interim towns and villages, and would also enable improved public transport linkages with the NEV south of the A420 including secondary school, district centre and park and ride. A secondary route to Old Vicarage Lane would therefore require significant justification to offset the environmental implications of constructing an otherwise unnecessary road.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
			The Transport Assessment work associated with the application proposals demonstrates that two access points would be both entirely acceptable in terms of wider impacts and indeed desirable as part of the access and movement strategy.		
16	Hannick, Hallam and Taylor Wimp	25	In this vein we consider that the NEV Masterplan and draft proformas should be amended as illustrated in Appendix B to reflect the significant technical surveys and masterplanning exercises associated with application proposals for South Marston and Rowborough which reflect the extensive discussions with Swindon Borough Council and other parties regarding both site wide design principles and more detailed masterplanning points.		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	26	<p>In all proformas the following references should be made to reflect the need for the infrastructure requirements to be fully justified and as necessary updated and prioritised:</p> <p>The schedule of strategic and local infrastructure needs sets out the potential requirements arise from the policies of the development plan. The requirements each village both in term of local and strategic infrastructure) will be refined in the light of updated policy for instance at national level in relation to sustainable development, and having regard to the means by which infrastructure is to be provided. Account will also be taken of the costs of provision and changes thereto and also the need for a demonstrable relationship between the provision sought and the development to be permitted. The Council recognises that further prioritisation of the requirements may be necessary and appropriate and that not all such provision (e.g. provision for off site infrastructure) will meet the tests of planning obligations in each circumstance or that all such provision may be deliverable or affordable.</p>		<p>The SPD main document together with the village proformas and infrastructure requirements sets out clearly the items required to ensure the delivery of a comprehensive, sustainable development at the NEV.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	27	<p>With regard to education provision, strategic policies NC3 and RA3 state that development should deliver primary school places within the village to meet the needs of the expansion, and does not address the means by which this is delivered.</p> <p>While HHT are conscious of the discussions in relation to the expansion of the existing primary school, the strategic policy (NC3) is to deliver school places not necessarily through the expansion of the school. Were the expansion of the school not to take place, then an alternative means of provision would be required. This may include provision of a 1FE school at South Marston within the expansion area.</p> <p>Indeed, in the eventuality that the expansion of the existing South Marston Primary School does not proceed as planned a site should be provided within the South Marston expanded village to accommodate a single form entry school, land which would otherwise form part of the residential uses on the site.</p> <p>Were this land to be developed as a primary school then replacement residential land of an equivalent amount would be brought forward for development. The proforma should therefore be amended to provide</p>	Wording amended to accommodate an alternative approach to expansion of the existing school.	Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
			sufficient flexibility to accommodate this alternative scenario, locating an accessible school site and replacement residential parcels.		
16	Hannick, Hallam and Taylor Wimp	28	<p>In additional flexibility should be provided to accommodate a scenario where the local centre/ community hub at South Marston could be delivered on Parish Council Land, or on HHT land.</p> <p>Discussions are ongoing in relation to the aspirations of the parish to create a new village centre and the extent to which these aspirations are generated by the expansion of the village subject of the development proposed by HHT. As such, the nature and scale of the contributions to be generated from the development, and the location for these community facilities is not as yet finalised.</p>		Noted.
16	Hannick, Hallam and Taylor Wimp	29	<p>HHT are willing to consider the transfer of the new playing fields to the Parish Council and/or Council as appropriate, as part of the section 106 to accompany a planning consent.</p> <p>However clarity should be given in relation to the compensatory land at “Bell Gardens”, that it should be of equivalent amount to that provided to deliver the expansion of the primary school, if indeed education provision is to be secured through that option.</p>		Noted, the appropriate level of detail is provided in the village proformas.



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	30	The 3rd bullet point relating to design codes should be amended to reflect the wording of Policy SD3 that allows for an overarching design approach to be identified through design codes and / or framework plans or appropriate alternative mechanism.		Policy SD3 is already referenced and in the context of the village proformas it is appropriate to reference the preparation of design codes.
16	Hannick, Hallam and Taylor Wimp	31	BREEAM standards – particular excellent standards have been superseded by national policy and are not consistent with the NPPF.		For non residential development Excellent BREEAM standards are still applicable.
16	Hannick, Hallam and Taylor Wimp	32	<p>The 3rd bullet point refers to the transfer of land to secure road(s) across the Public Right of Way (Bridleway 5) and appropriate funding (S.237). HHT wish to make clear that the transport and pedestrian/cycle connections to be provided as part of the proposals at South Marston provide excellent connectivity within the expanded village, and as such, the connected movement network as required through Local Plan Policy RA3 is not reliant on the provision of this connection across the track.</p> <p>Notwithstanding this, the application proposals demonstrate a willingness by the applicants to facilitate such a connection by providing a road link to a point close to the track on either side, albeit not across the track. Such a connection across the track would need to be made by Swindon Borough Council, and/or third party- if required.</p>		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	33	The 4th bullet point refers to provision of walking and cycle network improvements as required by policy NC3. However, Policy NC3 does not stipulate provisions of new connections across the railway, although these may well be provided in due course, therefore HHT considers that reference to walking and cycle connections across the A420/railway are removed to ensure consistency with strategic policy.		<p>To ensure wider connectivity to the NEV, it is important that linkages are secured which offer both walking and cycling provision. The railway and the A420 are significant existing barriers to this connectivity, thus opportunities to provide connections to the south should be maximised to increase accessibility for all.</p> <p>This is considered compliant with NC3 which requires 'walking and cycling network improvements that integrate with existing networks and provide good connectivity within the development and to the surrounding area' (i.e. to sites either side of the railway) and to provide 'new accesses to the A420 for proposed residential uses', which may not be considered feasible without first crossing the railway.</p>
16	Hannick, Hallam and Taylor Wimp	34	Community Facilities Policy RA3, appropriately, does not provide detail on the nature or scale of community Facilities at South Marston, only that they should be of an appropriate scale to that development.	HHT consider that the text should be amended to more accurately reflect the process of finalising the range of community facilities, and the flexibility afforded by RA3.	It is not the role of the village proforma to set out extensively in detail the specific requirements of community facilities. Thus, offers sufficient flexibility to deliver appropriate facilities for the local community.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	35	<p>Green Infrastructure Leisure and Heritage</p> <p>The 4th bullet point should be amended to reflect the wording of Local Plan Policy EN4 allows flexibility in provision of net local biodiversity gain, through an alternative provision of appropriate mitigation and/or compensation measures.</p> <p>The mechanism for maintenance of the facilities is proposed to be the estate rent charge and should be reflected.</p>		Point 4 accurately reflects the provisions of Policy EN4 in the Local Plan.
16	Hannick, Hallam and Taylor Wimp	36	<p>Waste Management and Utility Services</p> <p>The 2nd bullet point refers to utility service connections to existing properties. Whilst it is agreed that existing properties will benefit from upgrades to local utilities infrastructure provided to support the village expansion. It is not appropriate for new development to directly and retrospectively upgrade utilities provision for all existing properties.</p>		Consistent with Policy RA3.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	37	<p>Other Considerations</p> <p>HHT remain concerned regarding the viability implications for the provision of items required as part of the sustainability agenda, such as District Heating, any such references should be qualified with “where demonstrated appropriate and subject to viability”. In reality there is little evidence to support their inclusion – or that of some off site measures – certainly as a matter of course.</p> <p>Public art is no longer supported in national guidance.</p>		Point noted. Policy DE1 sets out a requirement for the provision of public art.
16	Hannick, Hallam and Taylor Wimp	38	<p>Main Land Uses</p> <p>The 4th bullet refers specifically to the provision of a “Sports Hub”. Policy NC3 does not refer to provision of a sports hub within Rowborough, and as such, this item should be removed.</p> <p>Sports and community provision will be provided within Rowborough, to include formal sports pitches and associated community buildings/pavilion, however this detail will be determined at the detailed design of the local centre/ mixed use areas. Reference to these mix of uses is suggested to be incorporated into the 3rd bullet.</p>		Playing pitch provision is a policy requirement of residential development. This is clearly stated in Policy NC3 and emerging work on the Council's playing pitch strategy supports the delivery of sports hubs.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	39	Land Required The 3rd bullet refers to provision of a sports “hub” facility, this should be removed and reference made to sports provision as part of the local centre/ mixed use areas, in accordance with the strategic policy NC3.		The provision of sports hubs required at the NEV is in accord with Policy NC3 and EN3 of the Local Plan.
16	Hannick, Hallam and Taylor Wimp	40	Design and Form of Development The 3rd bullet point relating to design codes should be amended to reflect the wording of Policy SD3 that allows for an overarching design approach to be identified through design codes and / or framework plans or appropriate alternative mechanism.		The wording is consistent with that detailed in Policy SD3.
16	Hannick, Hallam and Taylor Wimp	41	The 6th bullet point relating to housing parcel adjacent to Nightingale Wood needing to be “set back” from the woodland edge should be deleted. It should not be the intention of this document to determine detailed design responses to edge treatments. This requirement does not relate to a local infrastructure need, and only serves to prejudice the proper detailed masterplanning of the eastern part of Rowborough.		The wording is consistent with Policy EN1.
16	Hannick, Hallam and Taylor Wimp	42	BREEAM standards – particular excellent standards have been superseded by national policy and are not consistent with the NPPF.		There is still a requirement for non residential development to deliver Excellent BREEAM standards

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
16	Hannick, Hallam and Taylor Wimp	43	Suggest deletion of the wording “secured community access”. The design for the school has not been progressed, and such wording could serve to frustrate any such future design process and/or management arrangements to co-locate and or jointly manage community facilities within the school.		Agree
16	Hannick, Hallam and Taylor Wimp	44	HHT consider that the text should be amended to more accurately reflect the process of finalising the range of community facilities, and the flexibility afforded by NC3.		Noted.
16	Hannick, Hallam and Taylor Wimp	45	<p>Green Infrastructure Leisure and Heritage</p> <p>The 4th bullet point should be amended to reflect the wording of Local Plan Policy EN4 allows flexibility in provision of net local biodiversity gain, through an alternative provision of appropriate mitigation and/or compensation measures.</p> <p>The mechanism for maintenance of the facilities is proposed to be the estate rent charge and should be reflected.</p>		The wording already detailed in the proforma accurately reflects Policy EN4.
16	Hannick, Hallam and Taylor Wimp	46	<p>Other Considerations</p> <p>HHT remain concerned regarding the viability implications for the provision of items required as part of the sustainability agenda, such as District Heating, any such references should be qualified with “where demonstrated appropriate and subject to viability”.</p>		The SPD has been revised to clarify viability. Please refer to Section 7.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
17	Highways England	1	Highways England welcome the introduction of a NEV Planning Obligations SPD as this would provide a robust policy position on which to progress S106 agreements for the development parcels within NEV, and bring forward the strategic infrastructure required to accommodate the development in a timely manner.		Noted.
17	Highways England	2	As outlined in Swindon Eastern Villages Transport Study-Update Report 2012, identifies that development will need to minimise its traffic impact on the SRN and that it would be expected that NEV would make a proportional contribution to the agreed improvement scheme at M4 junction 15 required to support planned growth, based on the level of additional traffic the development would generate.		J15 of the M4 is currently subject to improvement works secured against development at Commonhead and further contribution may not be considered necessary.
17	Highways England	3	We note that the strategic network improvements agreed at M4 junction 15 and identified in the IDP are not contained either within the summary table or the proformas.		The Proforma's have been updated to consider this.
17	Highways England	4	The NEV Mitigation Works West of A419 and Apportionment of Impacts March 2014 aggregates traffic impact at M4 junction 15 for the morning and evening network peak hour period and demonstrates that cumulatively, the NEV development results in an 8% increase in traffic at the junction.		The modelling which informed the apportionment report is currently being re-done to determine NEV impact upon J15. The modelling will also illustrate the impact of other Swindon allocated development at highway improvements being delivered by the NEV such as White Hart, to determine the over-arching picture.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
17	Highways England	5	Where a Local Plan identifies that a strategic infrastructure improvement is required to accommodate the cumulative impact of planned growth and/or the transport evidence base submitted in support of a planning application indicates that the impact of a development is likely to have a severe impact on the safety or operation of the SRN in Swindon, Highways England will require that the development does not proceed until the works necessary to offset the unacceptable impacts of the development are in place in accordance with DfT Circular 02/2013 "The Strategic Road Network and the Delivery of Sustainable Development".		Noted.
17	Highways England	6	As outlined in the NEV highways and transport evidence base prepared to support the Local Plan and subsequent Supplementary Planning Documents, the improvement scheme identified for M4 junction 15 is required to accommodate the impact of planned growth at NEV and Commonhead and should be brought forward in a timely fashion with the delivery of these development sites.		Agreed if found feasible.
17	Highways England	9	Highways England supports the indicated phasing approach to the delivery of housing and infrastructure.		Point noted.



Page 599	Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
	17	Highways England	10	Highways England recognises that the priority of infrastructure requirements may change over time to reflect the phasing of the development, funding status and scheme delivery progress. We would anticipate further engagement with Swindon Borough Council in this respect as the development evolves in order to ensure that strategic highway and transport infrastructure is appropriately prioritised, funded and delivered.		This is welcomed.
	17	Highways England	11	Having reviewed the New Eastern Villages Planning Obligations Draft Supplementary Planning Document March 2016 we are satisfied that, with respect to the SRN, the policies and proposals have been produced in accordance with the adopted Core Strategy and NPPF. However, given the importance of SRN infrastructure to the delivery of the development, particularly M4 junction 15 and the A419T we strongly recommend that provision is made within the SPD in regards to securing the funding and delivery of the M4 junction 15 improvement scheme should this be required.		J15 improvements are included in the Infrastructure Delivery Plan for the NEV and are therefore intrinsically linked with the NEV despite being delivered by other development parcels. If the delivery of the J15 works are jeopardised, then the delivery will be re-assessed against other funding streams.
	18	Network Rail	1	From a long term planning perspective, the line between Didcot and Swindon may be subject to four tracking at some point in the future, therefore we would not want any new link (either across or under the railway) to preclude this.	Footpath 5 plans should consider the possibility of four-tracking on the main railway line.	Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
18	Network Rail	2	<p>Developer Contributions</p> <p>The New Eastern Villages Planning Obligations Draft Supplementary Planning document should set a strategic context requiring developer contributions towards rail infrastructure where growth areas or significant housing allocations are identified close to existing rail infrastructure.</p> <p>Many stations and routes are already operating close to capacity and a significant increase in patronage may create the need for upgrades to the existing infrastructure including improved signalling, passing loops, car parking, improved access arrangements or platform extensions.</p> <p>As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions to fund such improvements.</p> <p>Specifically, we request that a Policy is included within the document which requires developers to fund any qualitative improvements required in relation to existing facilities and infrastructure as a direct result of increased patronage resulting from new development.</p>	<p>To ensure that developer contributions can deliver appropriate improvements to the rail network we would recommend that Developer Contributions should include provisions for rail and should include the following:</p> <p>A requirement for development contributions to deliver improvements to the rail network where appropriate.</p> <p>☐</p> <p>A requirement for Transport Assessments to take cognisance of impacts to existing rail infrastructure to allow any necessary developer contributions towards rail to be calculated.</p> <p>A commitment to consult Network Rail where</p>	<p>In appropriate circumstance contributions will be sought from development to contribute towards the delivery of bridges and related infrastructure required to secure appropriate and safe access across the mainline railway.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
			<p>The likely impact and level of improvements required will be specific to each station and each development meaning standard charges and formulae may not be appropriate. Therefore in order to fully assess the potential impacts, and the level of developer contribution required, it is essential that where a Transport Assessment is submitted in support of a planning application that this quantifies in detail the likely impact on the rail network.</p> <p>Level Crossings Councils are urged to take the view that level crossings can be impacted in a variety of ways by planning proposals:</p> <ul style="list-style-type: none"> <li>•By a proposal being directly next to a level crossing</li> <li>•By the cumulative effect of development added over time</li> <li>•By the type of crossing involved</li> <li>•By the construction of large developments (commercial and residential) where road access to and from site includes a level crossing</li> <li>•By developments that might impede pedestrians ability to hear approaching trains</li> <li>•By proposals that may interfere with pedestrian and vehicle users' ability to see level crossing warning signs</li> <li>•By any developments for schools, colleges or nurseries where minors in numbers may be using a level crossing.</li> </ul>	<p>development may impact on the rail network and may require rail infrastructure improvements. In order to be reasonable these improvements would be restricted to a local level and would be necessary to make the development acceptable. We would not seek contributions towards major enhancement projects which are already programmed as part of Network Rail's remit.</p>	

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
20	Sainsbury's Supermarket Ltd	1	<p>District Centre</p> <p>Sainsbury's Supermarkets Ltd supports the designation of a district centre as set out in the draft illustrative Masterplan. The proposed district centre on the draft Masterplan rightly incorporates the existing Sainsbury's store at Oxford Road, so that the store can provide the anchor for the new district centre. This approach accords with the principle establishment in the adopted Local Plan under Policy NC3: New Eastern Villages and as clearly shown in Figure 11- New Eastern Villages inset diagram within the adopted plan. The inclusion of the Sainsbury's store within the district centre will allow Sainsbury's to better serve the existing communities along with the future communities that will be a part of the NEV as envisaged by the NEV policy. Furthermore, the proposed infrastructure, as illustrated on the draft Masterplan, should allow strong vehicular connectivity, public transport and pedestrian permeability to ensure the district centre is well connected with the new, future residential communities. The integration of the district centre to the other parts of the NEV will be an important part of the success of the NEV project.</p> <p>In conclusion, our client supports the draft illustrative Masterplan, so far as it relates to the provision of the new district centre incorporating the existing Sainsbury's store.</p>		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
20	Sainsbury's Supermarket Ltd	2	<p>Framework S106 Agreement</p> <p>The draft planning obligations includes reference to a Framework Section 106 agreement, one of the aims of which is to ensure a fair and equitable distribution of planning obligations, which includes contributions towards transport infrastructure. In this regard, the mechanism for apportioning contributions will need reflect the different nature and relative impacts of trips which are attracted to a retail centre and those which are newly generated by residential development. The Sainsbury's store and district centre have important roles to play in containing newly generated trips within the NEV and the contribution methodology should not see these uses as trip generators.</p>		<p>Planning applications associated with Sainsbury's and the District Centre will need to illustrate the proportions of pass by, diverted and NEV internalised trips to establish the impact upon the external network. This work would then be used to determine an appropriate S106 package commensurate with the impact of the development.</p>
20	Sainsbury's Supermarket Ltd	3	<p>A420 Improvements</p> <p>The emerging transport infrastructure proposals associated with the New Eastern Villages include preliminary proposals for the A420 improvements which show the conversion of the Gablecross Roundabout into a 4 arm signal junction and the signalisation of Sainsbury's egress onto A420. While Sainsbury's have no objection to these proposals in principle, it would need to be robustly demonstrated that these highway works would not be detrimental to the operation of the existing store or the future district centre.</p>		<p>The aim of all of the junction interventions is to maximise capacity, without negatively implicating existing user groups. The operation of Gablecross in its revised form will be established through further commissioned modelling and appropriate sense checks which Sainsbury's and other stakeholders will be engaged with.</p>

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Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response																																																												
21	Forestry Commission	1	<p>I am writing on behalf of the Forestry Commission to put forward a list of works that we think will be required in Nightingale Wood as a result of the Eastern Villages Development. Please see the attached spreadsheet [detail copied below].</p> <p>NIGHTINGALE WOOD - DRAFT COSTINGS FOR IMPROVEMENTS TO HANDLE THE IMPACT OF THE EASTERN VILLAGES DEVELOPMENT</p> <table><tr><td>One-off Capital Payment</td><td>Maintenance Payments</td><td>Annual Maintenance Payment (x 10)</td><td>Total</td></tr><tr><td colspan="4">Car Park and paths</td></tr><tr><td colspan="4">Upgrade of forest road &amp; car park to a bitmacced finished surface &amp; associated drainage works</td></tr><tr><td>£345,000</td><td>£345,000</td><td></td><td></td></tr><tr><td colspan="4">Upgrade of forest trails using a stone surface not bitmac &amp; associated drainage works</td></tr><tr><td>£165,000</td><td>£165,000</td><td></td><td></td></tr><tr><td colspan="4">Maintenance of forest road &amp; car park after 5 years = £35,000, 10 years = £52,000</td></tr><tr><td>£87,000</td><td>£87,000</td><td></td><td></td></tr><tr><td colspan="4">Maintenance of trails after 5 years = £17,000, 10 years = £25,000</td></tr><tr><td>£42,000</td><td>£42,000</td><td></td><td></td></tr><tr><td colspan="4">Meadow</td></tr><tr><td colspan="4">A yearly cut and collect in the meadow to promote wildflower habitats = £1000 per annum</td></tr><tr><td>£10,000</td><td>£10,000</td><td></td><td></td></tr><tr><td colspan="4">Litter</td></tr><tr><td colspan="4">£25 per visit for litter collection and bin emptying = £50/week = £2600 per</td></tr></table>	One-off Capital Payment	Maintenance Payments	Annual Maintenance Payment (x 10)	Total	Car Park and paths				Upgrade of forest road & car park to a bitmacced finished surface & associated drainage works				£345,000	£345,000			Upgrade of forest trails using a stone surface not bitmac & associated drainage works				£165,000	£165,000			Maintenance of forest road & car park after 5 years = £35,000, 10 years = £52,000				£87,000	£87,000			Maintenance of trails after 5 years = £17,000, 10 years = £25,000				£42,000	£42,000			Meadow				A yearly cut and collect in the meadow to promote wildflower habitats = £1000 per annum				£10,000	£10,000			Litter				£25 per visit for litter collection and bin emptying = £50/week = £2600 per					Policy NC3 sets out the requirements for Green Infrastructure at the NEV. The need for, and, opportunity to provide new access arrangements to Nightingale Wood are acknowledged and will be taken into account at the more detailed planning stage(s).
One-off Capital Payment	Maintenance Payments	Annual Maintenance Payment (x 10)	Total																																																														
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Page 605			<p>annum £26,000£26,000</p> <p>Four new litter bins and install =</p> <p>£1400£1,400£1,400</p> <p>£</p> <p>Dog waste bins£</p> <p>4 x replacement bins = £200/bin +</p> <p>£150/b install = £1400£1,400£1,400</p> <p>Dog waste bag dispenser =</p> <p>£130£130£130</p> <p>£</p> <p>Interpretation/map/furniture£</p> <p>3 x Trail map and clip frames for car park</p> <p>+ Lecturn style interpretation board for</p> <p>around trim trail -</p> <p>£2,800£2,800£2,800</p> <p>Delivery-approximately</p> <p>£350 £350£350</p> <p>Installation -£225 £225£225</p> <p>4 picnic tables to replace existing ones on</p> <p>site, including installation-</p> <p>£1,600£1,600£1,600</p> <p>£</p> <p>Buildings£</p> <p>£25,000 for small toilet block + £15,000</p> <p>for water pipes + £4,000 for septic</p> <p>tank£44,000£44,000</p> <p>£4,000 for installation of paid parking</p> <p>machine£4,000£4,000</p> <p>TOTAL£565,905£129,000£36,000£73</p> <p>0,905</p>		

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
22	The Ramblers	1	The failure of the Masterplan to distinguish between footpaths, bridleways and cycle tracks is inadequate as a means of planning the future rights of way network. A map should be produced which shows not only the proposed status of each route but also distinguishes between: existing paths retaining current status/alignment; existing paths proposed for upgrade/diversion/extinguishment; proposed new paths.		Noted. It is agreed that individual requirements and function of all routes need to be detailed; such requirements and specifications will be secured at the more detailed planning stage(s).
22	The Ramblers	2	We are pleased to see within the Infrastructure Delivery Plan a requirement for Network Rail to fund an overbridge to carry the existing FP 5 South Marston over the railway, upgraded to be fully accessible to all users, at a cost of £1.5m. We understand from Martin Fry, Rights of Way Manager, that Network Rail are currently proposing a much cheaper bridge with steps. That would not be acceptable.		Agreed.
22	The Ramblers	3	No safe route across the A420 is shown for residents of Rowborough. This is unacceptable. The existing south-eastern section of South Marston FP1, which passes under the railway, is not shown on the Masterplan.		Additional crossing points of the A420 have been identified on the Masterplan. Detailed specification of crossings will be carefully considered at the more detailed planning stage(s).



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
22	The Ramblers	4	The southern end of the bridleway leading to Roves Lane, which currently ends at the A420 west of Acorn Bridge, is shown as crossing the A420 but no information is provided as to how this crossing will be made safe. It is not shown on the A420 Improvements map which was displayed at the public exhibition at Wanborough before Easter.		Improvements to this crossing point will need to be considered in context with the relatively adjacent access for Rowborough to the A420. This will be considered at a detailed planning stage.
22	The Ramblers	5	While recognising that the land involved is outside the red line, the possibility of a short link from this path across the River Cole to join the existing footpath south of Acorn Bridge should be explored.		This will be explored as the Masterplan and application detail evolves.
22	The Ramblers	6	The land south of the A420 currently suffers from a dearth of RoWs, and those that do exist run predominantly north-south. We therefore welcome the proposed new routes, including east-west links, shown on the Masterplan. We think an additional east-west link to connect Lotmead and Redlands villages would be beneficial.	We think an additional east-west link to connect Lotmead and Redlands villages would be beneficial.	Additional strategic footpath-cycleway routes have been added to the Masterplan. Further non-strategic routes will be provided across the NEV as part of the normal detailed planning of individual areas.
22	The Ramblers	7	There is a need to ensure that those planning applications already submitted (Lotmead/Redlands) include provision for the new paths shown in the		These paths will be considered through any reserved matters applications associated with these development parcels.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
22	The Ramblers	8	Many of the proposed paths south of the A420 rely on the canal towpath for connection. Since the Infrastructure Development Plan does not require developers to contribute towards the cost of the canal there is a clear risk that the development will be completed without the canal having been built. What is the fall back position if this occurs?		The footpaths may be delivered along the safeguarded route without the waterway being implemented.
22	The Ramblers	9	We note that the status of the "Green Bridge", now renamed as "Great Stall Bridge", appears to be changing from that set out in the adopted Local Plan, where it was clearly described as being (solely) for "walking, cycling and public transport". It is now described as a "bus priority" bridge, and the plan displayed at the Wanborough exhibition shows it as having a conventional road carriageway connecting to the existing Merlin Way roundabout. This suggests that it will be open to other vehicular traffic. We oppose this change; the original "green bridge" plan should be retained.		The Local Plan states that "the development shall provide: a green bridge across the A419 near Covingham Drive to provide for walking, cycling and public transport." The policy does not explicitly exclude general traffic provision, however SBC are further assessing the bridge and traffic demand to confirm that exclusive use of the Bridge by walkers, cyclists and bus users does not have significant repercussions elsewhere on the transport network.
22	The Ramblers	10	It is not clear what the safe walking route will be from NEV to and across the re-designed White Hart junction.		This is a matter for later detailed technical specification, however current indicative proposals suggest the implementation of at-grade toucan crossings and the potential retention of the existing footbridge.

22 The Ramblers

11 The indicative footpath/cycle track crossings of the A419 shown on the Masterplan are puzzling. Their position does not accurately reflect the existing RoWs, which are effectively impossible to use. Is it intended to introduce safe crossings? There would be a clear benefit in enabling employees to reach the Dorcan Industrial Estate, but why are two crossing points shown here? A better option for the southern crossing would be to link to the footpath around Liden Lagoon, which in turn provides a traffic-free route through Liden to the hospital.

A better option for the southern crossing would be to link to the footpath around Liden Lagoon, which in turn provides a traffic-free route through Liden to the hospital.

Noted and acknowledged. The routes which exist as public rights of way have been deleted from the Masterplan.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
23	Natural England	1	<p>A landscape appraisal would be a very helpful design tool for preparing this SPD. For example, Fareham Borough Council undertook a landscape appraisal for their major strategic site at Welborne, which in our view was very helpful in determining the landscaping and design requirements of the allocation. We consequently urge the council to undertake one as soon as practicable, and ensure that the SPD is flexible enough to be modified in the light of this assessment. In particular, such an assessment will help ensure that any proposals that come forward are acceptable in terms of landscape impacts on the North Wessex Downs AONB. This point was made in our September 2013 response to the Eastern Villages and South Marston draft Supplementary Planning Documents.</p> <p>Related to this, the adopted Local Plan says (of the Eastern Villages):</p> <p>c. the development will ensure:</p> <ul style="list-style-type: none"> <li>• The landscape context and views to and from the North Wessex Downs AONB are respected, including potential off-site mitigation;</li> </ul> <p>The SPD does not seem to have considered whether such mitigation is required, or include a contingency for such mitigation in the infrastructure provisions. A landscape appraisal would help resolve whether such offsite mitigation is required, and where it might be delivered.</p> <p>A landscape appraisal may also assist in</p>		<p>Noted and accepted. The Masterplan is underpinned by landscape appraisal work which will be published as part of the evidence base. Off- site Community Forest planting will be part of mitigation works funded by s106 monies.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
			determining the applications as they come forward. When Natural England was consulted on the Lotmead application in June 2015 we were unable to advise on the landscape aspects of the development as due to severe limitations of the landscape appraisal submitted with the application.		
23	Natural England	2	We also advise that the design should be informed by an assessment of biodiversity assets and opportunities for enhancement.		Noted and accepted. The Masterplan is informed by ecological and bio-diversity survey and assessment.
23	Natural England	3	We note that the canal alignment is somewhat changed from the adopted local plan, which may reduce the public access to it. We also note that there does not appear to be any allowance in the infrastructure schedule for funding for creating the canal. When and as it is built, it may be appropriate to have public rights of way running both sides of the canal, not just one as per the Masterplan.		The alignment of the canal meets the requirements for a safeguarded and technically feasible route.
23	Natural England	4	Our public rights of way GIS layer differs from that on the published Masterplan. It would be helpful to know the current network as well as the proposed network.		Any required PROW diversions will be subject to statutory diversion order procedures.
23	Natural England	5	It would be helpful if the SPD identified what the specific types of green infrastructure were on the Masterplan (or on a separate plan).		This work has been undertaken and the GI typologies will be carefully planned in consultation with Natural England and the Wiltshire Wildlife Trust.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
23	Natural England	6	It would help to identify where, for example “bridleway 5” is.		The Masterplan would become too cluttered to label all the proposed infrastructure / locations of infrastructure, although this matter, including correct labelling, will be considered with each relevant planning application.
23	Natural England	7	It would help if the maps showing the draft village proformas (and/or Masterplan map) showed the extent of each village.		Each village proforma provides a 'snapshot' of each village taken from the Masterplan.
23	Natural England	8	We welcome the significant funding allocated for nature reserve(s) and other GI asset classes, though are unable to advise whether it is adequate to meet the requirements of the plan, as it is unclear what is being proposed.		Point noted. Ongoing discussions will continue to understand requirements in due course.
23	Natural England	9	We note that the village proformas mention “Contributions towards Great Western Community Forest (off site planting schemes)”, though the sum for the Great Western Community Forest in the IDP is specified as being located onsite. It would be helpful to reconcile this matter.		The delivery of the GWCF will be delivered on and off site.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
23	Natural England	10	<p>We note that the adopted Local Plan says:</p> <p>Policy EN1: Green Infrastructure Network: a. In accordance with the Swindon Borough Green Infrastructure Strategy, development shall protect and enhance green infrastructure and assets as identified in Appendix 4 (which includes Rights of way).</p> <p>We appreciate that there are a number of measures to enhance public rights of way. None-the-less, with such a level of development, we advise that careful scrutiny is applied to ensure that the SPD is consistent with local plan policy, and that there is no net detriment to the public right of way network (or more generally the recreational resource), both quality and extent.</p>		Point noted. The SPD has been prepared in accord with all relevant policies in the Local Plan.
23	Natural England	11	<p>We advise that a number of site wide strategies would produce more coherent and better outcomes for the site as a whole. As well as a site wide landscape appraisal and associated strategy (as advised above), a site wide biodiversity strategy (see for example the Wichelstowe biodiversity strategy), and green infrastructure strategy would be of value. The latter could cover the planned functions of various elements of green infrastructure and its future management. For example, if areas are to be grazed, there will be very different infrastructure requirements compared to if they are to be mown.</p>		Noted. Work has started on a NEV wide green infrastructure strategy.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
24	Sport England	1	<p>The New Eastern Villages Draft Village Proformas and Infrastructure Requirements (March 2016) document identifies local infrastructure needs required at each village and how they will be funded, whether it's through S.106 agreements or via CIL. It is understood the infrastructure requirements are based on the policies of the adopted Local Plan and the supporting evidence base documents including the Infrastructure Delivery Plan - NEV Update March 2016. The exact sports provision at the New Eastern Villages should be underpinned by a robust need and evidence base – something Sport England do not feel the Council have at this current time.</p>		<p>Noted. The NEV, as a strategic site, is currently £0 rated for the purposes of CIL.</p>



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
24	Sport England	2	<p>Paragraph 73 of the NPPF requires local authorities to undertake a robust and up to date assessment of need for outdoor and indoor sports provision and to use the assessment to identify specific need, deficiencies/surpluses in both quantity and quality within their area and therefore understand what provision is required. Sport England is aware the Council is currently preparing a Playing Pitch Strategy which sets out priorities and actions in relation to pitches across Swindon. The emerging study identifies the need for grass playing pitches at the New Eastern Villages. However the Council does not appear to have an evidence base for built sports facilities (sport strategy). Sport England encourages the Council to undertake an assessment of the needs and opportunities for built sports facilities in line with Sport England's guidance <a href="https://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/assessing-needs-and-opportunities-guidance/">https://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/assessing-needs-and-opportunities-guidance/</a>. This guide is complimentary with the PPS guidance providing the recommended approach for assessing the need for pitch provision. Sport England believes that providing the right facilities in the right place is central to enabling people to play sport and maintain and grow participation. An assessment of need will provide a clear understanding of what is required in an area, providing a sound basis on which to develop policy,</p>		Noted. The SPD and IDP sets out the requirement for leisure provision.

and make informed decisions for sports development and investment in facilities. It is essential that the evidence of sporting needs and priorities is fed into the IDP, SPD and the CIL Regulation 123 list. The Council's Playing Pitch Strategy will help the Council determine what sports infrastructure is required for playing fields and Sport England intends to work with the Council to ensure that the outputs from this work and the Council's other strategies for outdoor and indoor facilities can be fed into the Council's supporting evidence base documents.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
24	Sport England	3	<p>The Council's CIL Regulation 123 list sets out what CIL will be spent on. With regards Sports provision it advises CIL will fund the following:</p> <ul style="list-style-type: none"> <li>- Enhancement and management of existing leisure centres/ sports complexes/ sports halls;</li> <li>- Upgrade and management of existing strategic outdoor sports and recreation provision and creation of new provision and associated facilities (excluding the implementation and establishment of specific on-site requirements in Swindon's New Communities)</li> </ul> <p>Whilst it is good that the Council are seeking CIL to fund sports provision, Sport England would recommend that the CIL Regulation 123 list should state specifically what is needed and this should be underpinned by a robust need and evidence base.</p> <p>Sport England would recommend the Council first assess the needs for sports (outdoor and indoor) and then only seek CIL to fund 'big ticket' items, which are high priority strategic facilities or improvements to existing strategic facilities. This will increase the likelihood of delivery. Other small scale sport provision (e.g. new pitches) may be better funded by S106 contributions. At present, the wording is considered very generic and as there is not a robust assessment of the need for outdoor</p>		Noted. Infrastructure required for the NEV is set out in the IDP and village proformas.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
			sports pitches or indoor leisure facilities and centres, there is uncertainty over the sustainable delivery of sports provision.		
25	Historic England	1	Recognising Swindon's welcome policy commitment to safeguarding and positively responding to effected heritage assets including the site of the former Roman town, are you able to clarify how this SPD provides for/contributes to such conservation, appreciation and enjoyment? If planning obligations are not the appropriate means is the local authority able to confirm how such matters will be funded/addressed?		Noted, detailed mitigation measures will be considered at the detailed planning application stage and determined in accordance with the adopted Swindon Borough Local Plan.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
26	Swindon CCG	1	<p>We understand that the Council is currently working from an estimated population increase of 20,000 people, from the anticipated 8,000 dwellings. This represents an average occupancy rate of 2.5 people per dwelling. Based upon the NHS England safe working ratios that equates to 1,800 patients per whole time equivalent (WTE) GP, the proposed population increase as a direct result of the development will require an additional 11 WTE GP's, as well as additional Primary Care Services including dentistry, community services to support the delivery of GPs and a pharmacy provision.</p> <p>The Primary Care service requirement as a result of this growth has been calculated using NHS England Guidance. Based on a 20,000 population increase, approximately 3,430m2 of additional</p>		Noted. The IDP will be updated to reflect this.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
26	Swindon CCG	2	<p>For a development of 8,000 dwellings with a population of circa 20,000 requiring access to Primary Care, that equates to an 11 WTE GP Practice plus associated services needed to support the care delivered to those patients. NHS England and the Department of Health use a guide of circa 1,800 patients per WTE GP to determine the likely population requiring Primary Care Services.</p> <p>In addition the NHS will need to increase access to other services provision including Children's Services, Mental Health Services, Community Services, and Acute Services including patient bed capacity. It will also impact on emergency services such as ambulance and A&amp;E services.</p>		Noted.
26	Swindon CCG	3	<p>Additional information about the proposed phasing of housing in the NEV is vital to allow for sufficient time for the procurement of a new Primary and Health Care Service and appointment, it will help to identify the point at which a new facility (or enhanced provision) would need to be delivered and operational.</p> <p>Information on phasing of this development is crucial to enable Primary Care, Community and Mental Health Services in Swindon and Shrivenham to establish the temporary provisions needed to support the growth until the permanent provision is available.</p>		Noted.

Rep no Organisation

Comment No Justification

Proposed changes

Officer response

26 Swindon CCG

4 The approach taken by the Council to prepare a framework Section 106 Agreement, and secure developer contributions from all areas of the NEV towards the provision of additional health infrastructure is supported.

Noted.

26 Swindon CCG

5 Further exploration is required of the identified options for future service delivery to determine the most appropriate strategy for delivering additional health services in this area.

Noted. The Council will continue to work proactively with healthcare providers to secure appropriate provision at the district centre and at other locations if necessary.

27 Environment Agency

1 We are pleased to see the Policy EN6 is embedded in the document.

Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
28	Haydon Wick Parish Council	1	<p>From reading the documents there does not appear to be any plan to significantly improve the A420. Anyone who uses the road, particularly at peak times will be aware of the long, slow procession of cars and lorries on this stretch of road. In particular, during the evening rush hour traffic can be queuing back from Gablecross (Sainsbury's roundabout) to beyond Old Vicarage Lane, South Marston. The main eastern access into Swindon will be along Oxford Road, Stratton St Margaret which is already very busy at peak times. This will cause knock-on effects at the existing Greenbridge roundabout.</p> <p>When the Shrivenham and Faringdon by-passes were built the opportunity to provide dual carriageways was missed. There are a few stretches of dual carriageway on the Oxfordshire stretch of the road particularly at the Abingdon/Witney junction (A420/A415 at Southmoor) and at the A420/A338 junction. These comprise only a few metres in each case.</p>		<p>A number of improvements are proposed on the A420 corridor as part of a comprehensive transport strategy for the NEV. These are listed in each proforma within the Strategic Infrastructure Needs - Transport and Movement. The improvements will be centred around White Hart, Gablecross, Police Station Access, Nythe Road Junction and Greenbridge Roundabout and will aim to maximise capacity and accessibility and improve the movement of highway users of the A420.</p>
28	Haydon Wick Parish Council	2	<p>Although not covered in these documents, if as seems likely, the plans progress to developing the area between Kingsdown and Stanton Fitzwarren the developers will want access from the B4019 Blunsdon to Highworth Road. This will put extra pressure on this road which is already a main route from the Lechlade/Highworth area to the A419/M4.</p>		<p>Development in this area will be considered through the planning process and will be subject to negotiations to determine an appropriate transport package to mitigate its impact. This is not a NEV development parcel.</p>



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
28	Haydon Wick Parish Council	3	In addition, and as in the north Swindon area, residents of the eastern developments will look towards Swindon to provide their everyday needs for employment, leisure, shopping, etc. putting additional pressure on local services.		Noted
29	Wanborough Parish Council	1	Section 4.4 – Clarification of ownership and maintenance of flood risk zones is needed.		An emerging SUDs strategy for the NEV will be available for public consultation soon. It will seek to identify best practice in the delivery and maintenance of SUDs at the NEV.
29	Wanborough Parish Council	2	Section 4.5 – Parish Council support the down classification of Wanborough Road		Noted.
29	Wanborough Parish Council	3	Section 4.6 – There has been no formal consultation on the Southern Connector Road proposals, proposed route through the NEV and how the road will cross Wanborough Road.		The development of the Southern Connector Road is still at a very high strategic level, with the detail yet to be developed. In this regard, full consultation on the scheme has not been progressed, but all relevant stakeholders will be consulted in due course as the scheme progresses and Options Appraisals are developed.
29	Wanborough Parish Council	4	Section 4.14 – Phased release of play facilities and open spaces – should also be front loaded, especially for developments who are trying to bring forward their proposals out of phase.		The onus will be on developers to provide on and off site open space in accord with the development proposals requirements. Delivery will be subject to detailed Reserved Matters applications.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
29	Wanborough Parish Council	5	Section 4.16 & 4.17 – These two sections are very vague. To bring a site out of phase will have a huge impact on the surrounding area, leaving the “onus” on the developer to deliver appropriate infrastructure, is not specific enough. There needs to be more strict guidelines for bringing development areas out of phase. These sections do not make it clear how “out of phase” a development proposal is allowed to be, resulting in isolated developments.		As stated at paragraphs 5.17 and 5.18 of the SPD, the indicative delivery areas detailed in the Local Plan helps to identify the Council’s preferred approach to the phasing of the housing and the related infrastructure to support the new communities at the NEV. If planning applications are submitted in advance of the preferred phasing, the onus will be on the relevant developer(s) and/or interested parties to deliver the appropriate level of infrastructure to support the new community until such time the delivery of other development parcels / villages come forward.
29	Wanborough Parish Council	6	Appendix 2, page 19 d. – Great Moorleaze – How will the Southern Connector Road enhance this historic building?		Noted, detailed mitigation measures will be considered at the detailed planning application stage and determined in accordance with the adopted Swindon Borough Local Plan.
29	Wanborough Parish Council	7	Appendix 2, page 19 e – Non specific on how character of villages will be protected. This needs to be clearly defined. Urbanisation by putting street lights on Wanborough Road, or pavements for example is not protecting the character of the village.		Landscape setting including on-site and potential off-site tree planting (Community Forest) and other environmental mitigation will be carefully considered at individual planning application(s) stages.
29	Wanborough Parish Council	8	Appendix 2, page 19 e - Need to clearly define “small scale development” within area of non coalescence.		No NEV housing development is proposed within the Indicative Non-Coalescence Area.
29	Wanborough Parish Council	9	South Marston clearly references South Marston’s Neighbourhood Plan, however there is no reference made to Wanborough’s Neighbourhood Plan.		The Wanborough Neighbourhood Plan is emerging and currently has little weight in planning terms. However, as the Plan proceeds appropriate reference can be made in due course.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
29	Wanborough Parish Council	10	Density shown for this area should be 30-35 dwellings per hectare and not 40 as shown.		Policy NC3 sets the average density for the NEV. It is acknowledged that housing densities/design approach towards the “edges” of the NEV need to be carefully considered and appropriate for the area, including at Redlands.
29	Wanborough Parish Council	11	There should be no access onto Wanborough Road, Redlands village should be accessed via NEV only. Opening up access to the Wanborough Road will allow traffic from the whole of the NEV to access onto Wanborough Road, there is nothing within the Masterplan to show how this will be prevented.		It is planned to connect to Redlands with the NEV by an internal road. Traffic management measures and a circuitous alignment within the Redlands development will discourage traffic moving through Redlands accessing Wanborough Road.
29	Wanborough Parish Council	12	Due to the close proximity of Wanborough Road, which is the old Roman Road, plus there are well known scheduled monuments around the area, it is important that a thorough archaeological assessment is carried out on the site prior to any development, and this needs to be stated within the		Full archaeological evaluation will be required and undertaken before construction works are permitted at Redlands. Appropriate conditions will be attached to any grant of outline planning permission(s).
29	Wanborough Parish Council	13	Relationship and access to the Southern Connector Road must be defined in the interest of good planning and transport planning		The access from Redlands will be aligned to make northern egress the pre-dominant route and traffic signage will clearly direct traffic to the SCR.
29	Wanborough Parish Council	14	There needs to be more specific numbers allocated to this area in order that the appropriate transport surveys etc. can be carried out.		The current application is clearly defined as up to 370 homes to allow traffic impact assessment to be undertaken; any possible additional development at Redlands will also be carefully assessed for traffic impact.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
29	Wanborough Parish Council	15	There needs to be more specific details as to where the contributions for leisure, play areas and open spaces. Clearly if there is no provision made within the area then contributions need to be considered for facilities in Wanborough (the closest facilities to the site).		The quantum of open space can be calculated and open space should be provided onsite as an integral part of the development.
29	Wanborough Parish Council	16	There needs to be more specific detail on healthcare provision.		Agreed.
29	Wanborough Parish Council	17	There is nothing mentioned within the SPD about the supply of water and waste provision. Thames Water have clearly stated that phasing of the NEV is critical to delivering a service in line with the anticipated provision.		The village proformas have been updated to reference to ensure there is infrastructure in place to manage water supply and waste water.
29	Wanborough Parish Council	18	All the plans within the SPD are not clear and can easily be misinterpreted.		The Masterplan is necessarily schematic at a scale of 1:5000; all applications must be in “broad accordance” with it and any grant(s) of planning permission will require more detailed design proposals relating to the application area. Planning conditions. Design Codes and a legal agreement will further define any consent.
29	Wanborough Parish Council	19	It is not clear as to how the Southern Connector Road will cross Wanborough Road, at the moment this is shown as a circle. SBC have confirmed that this does not mean there will be a roundabout, however there is nothing to show within the plan to confirm how this will work.		All junctions are shown by a generic symbol; the actual SCR junction will be subject to detailed design/ planning application.
29	Wanborough Parish Council	20	There is no foot or cycleway shown on the Southern Connector Road.		The Masterplan only indicatively shows key footpath-cycleway routes through green infrastructure. The SCR will be designed with footways and cycleways (subject to detailed design) along its alignment.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
29	Wanborough Parish Council	21	At the centre of the NEV, the density of houses should be higher than on the outskirts at the moment this is shown the same (40 dwellings per hectare).		Noted and accepted in broad terms. Design Coding of the development will consider this design aspect in detail.
30	SBC (Conservation)	1	I note that section 4.6-4.10 highlights the development of the Masterplan. I am not clear on how this relates to the NEVPO SPD and if adoption of the NEVPO SPD also includes adoption of the Masterplan?		The SPD comprises the Masterplan, IDP and village proformas.
30	SBC (Conservation)	2	Consultation of draft Supplementary Planning Documents (SPD's) in 2013. In summary I advised; there is much work to doing respect of the historic environment and therefore the lack of research at this stage does impede the opportunity for the historic environment to help steer, inform and integrate the development. The acknowledgement of setting of assets (via policy) is accepted however as noted above, further scope as to the affect upon setting is again hampered by the location, extent and significance of assets not being fully understood at this stage. (part extract).		Noted. The LPA will carefully assess each individual/reserved matters planning application to ensure that the protection/mitigation of important heritage assets are dealt with in accordance with Policy EN10 of the SBLP. Such matters of detail can be properly and satisfactorily addressed through conditions requiring the approval of reserved matters.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
30	SBC (Conservation)	3	<p>In summary I am not clear on the adoption of the master plan, its development and timescales. I am happy to go through my comments and help inform, however the lack of evidence to support does impede my assessment with regard to the acceptability and opportunity and how that may relate to the delivery of infrastructure.</p> <p>** I would suggest that the relevant policies should be widened</p>		The SPD comprises the Masterplan, IDP and village proformas.
31	SBC (Travel Plans)	1	<p>From a sustainable transport perspective, I feel there is a lack of detail that may enable developers to provide a minimal standard rather than the exemplary standard that this opportunity affords. Whilst covered in the Framework Travel Plan, I would suggest that certain details are emphasized in the Draft Village Proformas and Infrastructure Requirements, lest they become overlooked when the detailed plans are drawn up.</p>	Cross refer to FTP	Noted. Further to the SPD, the applications will be required to conform with Design Codes which will secure the necessary sustainable transport infrastructure.
31	SBC (Travel Plans)	2	<p>References to cycle paths are described as “to provide walking and cycling network improvements...” but in the framework travel plan we are specifying quite ambitious width and prevalence. Should we signpost to this SPD for further guidance on the standard required?</p>		The Framework Travel Plan is being addressed to reflect comments received through the consultation process. When 'adopted' the FTP and Obligations SPD, along with other SPD, will form a suite of documents that will inform the decision making process; i.e. it is not required that they are cross referencing.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
31	SBC (Travel Plans)	3	<ul style="list-style-type: none"> <li>• In village centres, and any public hubs that will see a congregation of people, the infrastructure should include cycle parking (as per our cycle parking standards) Whilst this would be picked up by the Development Management Process, developers will need to be aware that it is needed and provided for.</li> </ul>		Noted
31	SBC (Travel Plans)	4	<ul style="list-style-type: none"> <li>• References to public transport are “provide public transport services...” and does not refer to the supporting infrastructure that accompanies a bus service, such as bus stops / shelters / hard standing / real-time displays.</li> </ul>		This will be secured through the Development Management Process. Notwithstanding this, the FTP makes further reference to the provision of bus infrastructure etc.
31	SBC (Travel Plans)	5	<ul style="list-style-type: none"> <li>• There is no reference to the provision of car club bays. The framework travel plan recommends one on-street bay per 500 dwellings. Developers will need to build in this provision, and be prepared for the TRO costs that accompany each bay.</li> </ul>		Agreed and will be developed through the planning application process which will require development to be compliant with adopted and emerging policy including the framework travel plan.
32	Wiltshire Council (Archaeologist)	1	I fully support and reiterate the comments already submitted by the Swindon Museum and Art Gallery. I echo their concern that the NEV will create some of the largest and most significant collection of archaeological archives in the Borough which highlights the imperative and obligation to create a new storage facility for this material as part of NEV.	Costs included	Noted, the IDP, seeks to secure contributions towards archaeology including evaluation, conservation and potential storage.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
32	Wiltshire Council (Archaeologist)	2	There is also an unprecedented opportunity to create positive heritage outcomes for NEV communities by the creation of a heritage centre linked to the store as part of the NEV		Noted.
32	Wiltshire Council (Archaeologist)	3	The Summary table of shared and specific infrastructure included in Section 4.19 should therefore include a museum storage facility and heritage centre, plus green open space to preserve and enhance areas of significant cultural heritage which are going to be preserved- such as the Scheduled Monument and other areas.		Noted, the IDP, seeks to secure contributions towards archaeology including evaluation, conservation and potential storage.
32	Wiltshire Council (Archaeologist)	4	The main issue I wish to raise is in relation to the Draft Illustrative Masterplan (Fig 1 of SPD). The Masterplan I understand will evolve as applications come in. However, if this SDP involves any formal adoption of the Masterplan at this stage then there are serious issues to raise in relation to cultural heritage. For example, it is missing crucial known heritage features such as the Scheduled Monument (Roman town of Wanborough) which is not indicated. Close to the Roman town, and Lotmead Farm, it also does show a block of housing that has not been agreed that impacts on the Scheduled Monument.		The Masterplan constraints, based upon areas which are, for example, scheduled monuments or within flood zones are excluded from development. The scale of the Masterplan and the need for clarity does not permit all constraints information to be depicted.



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
32	Wiltshire Council (Archaeologist)	5	Moreover, in Masterplan indicates a range of new roads, cycle ways and paths. Some have a negative impact on known archaeological features, such as the medieval earthworks at South Marston Farm will have to be changed. Additionally, large areas of the proposed NEV area has not been evaluated and assessed in terms of archaeological remains. The new proposed infrastructure will have to change when the results of the archaeological assessment have be assimilated that have not been done yet. This is especially true of the new proposed Southern Connector Road where archaeological remains are likely to be a constraint on where the road can be constructed.		This point is acknowledged and accepted. All planning applications will be subject to archaeological assessment and evaluation. Development will be required to be carried out "in broad accordance" with the approved Masterplan and, where relevant, constrained by the results of archaeological evaluation.
33	Dorset & Wiltshire Fire and Rescue	1	All developments to comply with Approved Document B or equivalent standards as agreed with DWFRS and local planners. This would include; distances form the curb side to the front door, weight capacity for hard standing around buildings, appropriate protection between different uses, including garaging underneath residential use.		Such considerations will be considered at the detailed planning stage.
33	Dorset & Wiltshire Fire and Rescue	2	Consideration for all residential properties to be served by a minimum 32mm diameter mains water supply (this will allow for any post development 'fit' of a sprinkler system if/when required.)		Such considerations will be considered at the detailed planning stage.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
33	Dorset & Wiltshire Fire and Rescue	3	Appropriate fire hydrant provision throughout the development for both commercial and residential use in consultation with DWFRS and to current standards.		This is clearly referenced in the village proformas.
33	Dorset & Wiltshire Fire and Rescue	4	Consideration for sprinklers to be provided for all public, community use and commercial buildings.		Such considerations will be considered at the detailed planning stage.
33	Dorset & Wiltshire Fire and Rescue	5	All traffic routes to be accessible at all times for emergencies for responding DWFRS vehicles, this to include; bus gates, bridges (height and width) and traffic controlled access points.		Emergency access to bus only routes, as suggested for Great Stall East, will be subject to TRO. All other routes will form Highway Maintainable at Public Expense where prescribed and designed to cater for emergency vehicles elsewhere.
33	Dorset & Wiltshire Fire and Rescue	6	Any traffic calming/control measures to be of a design that does not unduly impede emergency response progress, specifically concerning the design and location of 'speed bumps' and raised road 'beds'.		The traffic calming measures will be designed to accommodate all user groups, but will primarily be designed to control speed and improve local environmental conditions. Balancing expedient emergency vehicle access over safety will be considered through the planning process.
33	Dorset & Wiltshire Fire and Rescue	7	Consideration for a fire station to be sited at the most southern point of the NEV development area with direct access onto the improved southern arterial routes from the NEV towards Common Head roundabout. This fire station would be best placed within a shared community use facility, such as; health and wellbeing centre, and would require 24 hour 365 day access for an emergency response. The type of duty system requiring staff to be present at the fire station has not been confirmed but it is not anticipated that staff would carry out routine work activities at night.		This may be considered a Borough wide issue and will be considered further.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
33	Dorset & Wiltshire Fire and Rescue	8	8. DWFRS would encourage landscaping and planting that did not provide for secluded or 'out of sight' public areas and the use of plants with a manageable maintenance profile.		Point noted. However, will be considered at the detailed Reserved Matters stage.
33	Dorset & Wiltshire Fire and Rescue	9	Any; lakes, pools, canals, water courses to be suitably designed and maintained to minimise the risk of entanglement and for them to be provided with suitable lifesaving equipment and signage.		Such considerations will be considered at the reserved matters stage.
34	Wiltshire Wildlife Trust	1	The Trust welcomes recognition of the need to provide more detailed advice and guidance.		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
34	Wiltshire Wildlife Trust	2	<p>1.5 This comprehensive approach needs to include the principle requirement for a comprehensive Green Infrastructure Strategy for the whole of the NEV. The Trust interprets the need to create sustainable development as required by the NPPF, in line with the NPPF, Para 109:</p> <ul style="list-style-type: none"> <li>• Minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;</li> </ul> <p>Para 114:</p> <ul style="list-style-type: none"> <li>• Planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure;</li> </ul> <p>Para 117:</p> <ul style="list-style-type: none"> <li>• Promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan;</li> </ul> <p>Para 118:</p> <p>opportunities to incorporate biodiversity in and around developments should be encouraged.</p>		<p>The Council, together with its partners and including the Wiltshire Wildlife Trust are working on a Green Infrastructure Strategy for the NEV. It is anticipated this will be available for public consultation in early 2017.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
34	Wiltshire Wildlife Trust	3	1.6 Effective delivery of infrastructure to enable sustainable growth at the NEV should also include the delivery of a comprehensive GI network in the right place, at the right time, ideally in advance, if not at the same time has built development proceeds.		Point noted. However considered too detailed for the SPD. The Council are working on a Green Infrastructure strategy for the NEV which will inform and guide the comprehensive delivery of GI as provided on the Masterplan.
34	Wiltshire Wildlife Trust	4	This should explicitly refer to GI as a component of the required		The Council are working on a Green Infrastructure strategy for the NEV which will inform and guide the comprehensive delivery of GI as provided on the Masterplan.
34	Wiltshire Wildlife Trust	5	A comprehensive GI strategy for each development should be a material consideration.		The Council, together with its partners and including the Wiltshire Wildlife Trust are working on a Green Infrastructure Strategy for the NEV. It is anticipated this will be available for public consultation in early 2017.
34	Wiltshire Wildlife Trust	6	Green Infrastructure provision should integrate across the boundaries of the individual development sites.		Agreed. The Council, together with its partners and including the Wiltshire Wildlife Trust are working on a Green Infrastructure Strategy for the NEV. It is anticipated this will be available for public consultation in early 2017.
34	Wiltshire Wildlife Trust	7	The presumption in favour of sustainable development needs to include a test of whether the developments meets Green infrastructure and biodiversity enhancement goals and targets.		Point noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
34	Wiltshire Wildlife Trust	8	All developments to make provision for and meet the cost of new infrastructure; contribute to the delivery of strategic infrastructure to address cumulative impacts; These statements should apply directly to the provision of Green Infrastructure including biodiversity, in fulfilment of a comprehensive NEV GI strategy and delivery framework.		Point noted. The provision of green infrastructure is an important part of the comprehensive delivery of development at the NEV.
34	Wiltshire Wildlife Trust	9	The Trust welcomes the direct reference to Policy EN1: Green Infrastructure Network, and to Policy EN2: Community Forest.		Point noted.
34	Wiltshire Wildlife Trust	10	The Trust believes that Green Infrastructure is 'critical infrastructure' and that this should be acknowledged.		Point noted. The provision of green infrastructure is an important part of the comprehensive delivery of development at the NEV.
34	Wiltshire Wildlife Trust	11	The Trust acknowledges the challenge presented by the receipt of numerous applications. When seeking to secure funds for the shared infrastructure including GI. We believe that it is essential that the Council adopts some shared principles about the quality and extent of GI across the NEV.		Noted, work has started on a NEV wide green infrastructure strategy.
34	Wiltshire Wildlife Trust	12	We agree a holistic approach is required, including for the implementation of a coherent and holistic GI Strategy.		The Council, together with its partners and including the Wiltshire Wildlife Trust are working on a Green Infrastructure Strategy for the NEV. It is anticipated this will be available for public consultation in early 2017.
34	Wiltshire Wildlife Trust	13	Green Infrastructure and biodiversity enhancement is fundamental to a high quality, comprehensive and sustainable development.		Point noted. The provision of green infrastructure is an important part of the comprehensive delivery of development at the NEV.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
34	Wiltshire Wildlife Trust	14	Planned in the right way, the internal street network and wider principal highways could contribute directly to the biodiversity enhancement of the GI network, and development of ecological networks and corridors.		Agreed. The Council's Landscape team will provide detailed advice and input into Green Infrastructure Planning and Design.
34	Wiltshire Wildlife Trust	15	The Trust welcomes the recognition to balance environmental issues, infrastructure requirement and development viability.		Noted.
34	Wiltshire Wildlife Trust	16	4.11c A comprehensive GI strategy is fundamental to mitigating the impact of development.		Agreed.
34	Wiltshire Wildlife Trust	17	The list of infrastructure requirements prepared for each village should include GI requirements, including recreation of specific habitat types.		The emerging NEV wide green infrastructure strategy will provide more guidance on this. Open space requirements for the NEV are set out in Policy NC3 and EN3 of the Local Plan
34	Wiltshire Wildlife Trust	18	<p>The Trust would like to see the inclusion of a significant new wetland, including visitor facilities as a strategic item of GI provision. This is in line with the Statement of Common Ground signed between the Trust and Swindon Borough Council in April 2014 and submitted to the Inspector during the Public Inquiry into the Local Plan.</p> <p>All developers would globally contribute the costs of providing this which will be of a strategic benefit to all new residents.</p>		Agreed. The Masterplan shows such a wetland area in diagrammatic form. Further work on Green Infrastructure Planning and Landscape/Habitat Planning will seek to ensure delivery of well-balanced GI infrastructure, including extensive areas for wildlife.
34	Wiltshire Wildlife Trust	19	An ecological Visitor facility should be added to table 1. as shared infrastructure.		Noted, work has started on a NEV wide green infrastructure strategy.

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34	Wiltshire Wildlife Trust	20	Appendix B, a. We welcome the inclusion of the statement, ‘...defined by the network of green infrastructure corridors’.		Noted.
34	Wiltshire Wildlife Trust	21	Appendix B, b. We welcome the bullet, ‘an extensive green infrastructure network that maximises opportunities for habitat connectivity and enhanced biodiversity including extending the River Cole green infrastructure corridor and connecting Nightingale Wood’ The components of this GI network need to be defined.		Noted. The NEV GI Strategy will provide further details.
34	Wiltshire Wildlife Trust	23	Appendix D, a. We welcome the statement, ‘to secure development that improves the economic, social and environmental conditions, and promotes health and wellbeing’.  The Trust believes that access to nature is of fundamental importance and essential to human health and wellbeing. Through this NEV development Swindon Borough Council has an opportunity to set a new benchmark for sustainable development, fulfilling economic, social and environmental goals, putting health and wellbeing of NEV residents at the centre of a comprehensive GI strategy benefitting both people and wildlife.		Noted.



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
34	Wiltshire Wildlife Trust	24	Appendix D, b. Future detailed design submissions should be guided by a design code for Green Infrastructure which supports the restoration of priority habitats and species. For example, Flood Plain grasslands and meadows, Wetlands, Bittern and Curlew.		The Council, together with its partners and including the Wiltshire Wildlife Trust are working on a Green Infrastructure Strategy for the NEV. This will provide information and guidance on the GI typologies/assets to be delivered/protected and enhanced across the NEV.
34	Wiltshire Wildlife Trust	25	<p>Swindon Borough Council has already approved an exemplar GI component to the Tadpole Farm Garden Village development with the restoration of 40 hectares of wildflowers meadows adjacent to the river Ray.</p> <p>The Trust would be happy to continue to support Swindon Borough Council in thinking strategically about how a comprehensive green infrastructure network across the NEV could be developed. This could build on the Trust's comprehensive knowledge and understanding of the wildlife and habitats of Swindon Borough.</p>		Support noted.

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36	Oxfordshire County Council	1	Oxfordshire County Council believes the large increase in dwellings at the Swindon end of the A420 will increase the usage of this route towards Oxford and the Science Vale area. Modelling and trip assignments need to be assessed in order to understand what proportion of the new residents will be travelling along the A420 towards Oxford. It is Oxfordshire County Council's opinion that a significant proportion of the new trips created by the NEV will be eastbound on the A420 towards Oxford, exacerbating the congestion already experienced. The development will be required to mitigate its effects on the A420 (and other roads) within Oxfordshire. These works will need to conform to Regulation 123 of the Community Infrastructure Levy.		SBC have commissioned further traffic modelling to better understand the traffic distribution along the A420 corridor. Should this work establish the necessity for a wider Transport Package then the SPD secures the opportunity to revise the Infrastructure Delivery Plan to account for this.
36	Oxfordshire County Council	2	It is essential that the NEV development contributes towards bus service improvements that serve Oxford and employment centres in the Vale of White Horse adjoining district, specifically Science Vale. The development should fund a fast and frequent bus service to enable the new residents a good alternative to the personal car for commuting to work in this area.		Each development parcel will be required to contribute to bus service provision to link their development with a list of wider destinations that will include Oxford etc.

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36	Oxfordshire County Council	3	Swindon Borough Council are part of the A420 Working Group which also includes Oxfordshire County Council Officers and Councillors, Vale of White Horse District Council, and Western Vale Villages Consortium. SBC are aware of the cross county boundary issues facing the A420. The application documents should include wording to commit SBC to fully assess the NEV impact on the Oxfordshire road network, and to ensure the development mitigates these impacts.		SBC have procured further modelling work to understand the impact upon the A420 corridor beyond its boundaries. This modelling will determine whether a wider mitigation package is necessary and this will be considered upon review of the Infrastructure Delivery Plan.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
37	SBC (Public Health)	1	<p>Whilst the SPD is focused on different elements of infrastructure we would like to promote a holistic view for health services. This is consistent with the strategic direction for health and social care support to be delivered via a health campus model and the direction of the Swindon Sustainability and Transformation Plans (STP). We would strongly encourage looking at delivery of a flexible infrastructure that provides multiple services under a single roof. We would promote a vision for New Eastern Villages which is to develop a healthy lifestyle centre concept, implemented with a central hub and then satellite centres which could offer self management options such as IT facilities to get information, provide virtual access to health advice, and take basic health measurements. A healthy living centre should offer integrated health services including:</p> <ul style="list-style-type: none"> <li>-Lifestyle support (stop smoking, NHS health checks, weight management, physical activity support etc.)</li> <li>-Pharmacy</li> <li>-Dentistry</li> <li>-Opticians</li> <li>-Space for mental health and wellbeing services</li> <li>-Library / information points</li> <li>-Space for charities to use</li> <li>-Access in the evening for exercise classes, book clubs, stress management classes etc.</li> <li>-GP services</li> </ul>	Amendment to GSW proforma	Noted.

An example of the approach that goes beyond health to look at employment, health improvement and skills development under one roof is the Bromley-By-Bow healthy living centre (<http://www.bbbc.org.uk/>). This is a social enterprise which persuaded the NHS to allow a small independent charity to build a health centre owned by the patients.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
37	SBC (Public Health)	2	<p>There are some key evidence based elements for new developments to promote healthy lifestyles and an overall healthy town, which we would encourage developers to implement as part of their commitment to developing a healthy town (specific evidence of benefit to health and also housing prices and desirability can be provided if required):</p> <ul style="list-style-type: none"> <li>-20mph limits on streets to reduce road accidents</li> <li>-Street design to facilitate street closure to allow for Playing Out initiatives</li> <li>-Promotion of walking and cycling infrastructure</li> <li>-High quality public realm – we would strongly support smoke-free district and village centres. Bristol has successfully trialled two smoke-free public squares.</li> <li>-Awareness of best practice for suicide prevention e.g. building bridges or car parks with safety barriers to make it difficult to jump</li> <li>-Refusing or limiting the number of applications for facilities such as off licenses, betting shops, fast food shops, tanning shops. There are examples of development management policies from other areas of the country which address this e.g. Haringey (Policy SDM56 Hot food takeaways which bans new hot-food takeaways from opening within 400m of primary and secondary schools), Warwickshire (limiting the number of hot food takeaways (A5) within a 400m boundary of secondary</li> </ul>		<p>The street design elements will be a matter for consideration through the design and planning process. It is anticipated that Design Codes will be secured to address these points.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
			<p>schools) and Newcastle (Policy CS14 requires development to contribute to creating an age-friendly, healthy and equitable living environment, promote allotments and gardens for exercise, recreation and for healthy locally produced food, and control the location of, and access to, unhealthy eating outlets.)</p> <p>-Inclusion of allotments / community gardens and farms</p>		
37	SBC (Public Health)	3	<p>Research from Public Health England and the Town and Country Planning Association on Building the foundations: Tackling obesity through planning and development identified 6 key elements for planning healthy weight environments covering movement and access, open spaces, play and recreation, food, neighbourhood spaces, buildings and local economy. A visual image of this is given at the end of this document or is available on page 9 of <a href="http://www.tcpa.org.uk/data/files/Health_and_planning/Health_2014/PHWE_Report_Final.pdf">http://www.tcpa.org.uk/data/files/Health_and_planning/Health_2014/PHWE_Report_Final.pdf</a></p> <p>Based on the current profile of Swindon and a 2.4 people average household size, 8000 houses equates to an additional 19,000 people. Current data suggests 10,000 of these would be overweight and 4,600 would be physically inactive. Therefore creating a healthy environment that promotes physical activity is crucial to reduce these numbers.</p>		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
37	SBC (Public Health)	4	<p>Is the facility required on site? If so, what will the facility 'look like'?</p> <p>We would support and encourage a shared facility that includes health provision as one element of community engagement and develops a community hub that people feel ownership of when they move in as somewhere to go for leisure, social activity, and health. This should be at a central point on the site where there is good walking, cycling and public transport access. Linking this to outside space such as a children's play area or community orchard would encourage community ownership and not just somewhere to go when someone is ill. This could be embedded provision as part of planned infrastructure such as extending a supermarket or part of a school.</p>		Noted.
37	SBC (Public Health)	5	<p>NHS England and Swindon CCG can provide information on the capacity in existing provision. However there will be critical points when local health provision would be needed – this depends on whether it can be part of an integrated approach within a multi-use facility in which case building this at an early stage but with a strategy for what phased service provision should look like and a plan for rental uptake would be an option.</p>		<p>Point noted. The Council are committed to working with all service providers and its partners to ensure appropriate facilities are secured at the district centre and also local services at village locations (where required). This will include appropriate provision for community related services including libraries, leisure and other health and well-being services.</p>



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
37	SBC (Public Health)	6	An interim strategy will be required as services will be needed as soon as housing is developed: however there is existing provision within Swindon that could cope with a limited increase. A model to support forecasting health demand has been provided to Swindon CCG and this can be used to plan an interim strategy. For public health services we will include growth projections in our commissioning plans, and the development of future joint strategic needs assessments will explicitly include assessments of built environment impact and the impact of new development.		Point noted. The Council will continue to work proactively with healthcare providers to prepare an interim strategy.
37	SBC (Public Health)	7	We support the approach of having a S106 agreement to ensure parity of contribution and that providing appropriate infrastructure is a key part of creating an effective and desirable community and should be part of the responsibility of developers to contribute to an overall strategic approach.		Noted.
37	SBC (Public Health)	8	Para 3.3 is crucial – i.e. a holistic approach to deliver in the right place at the right time. This should extend to the way infrastructure is used as well as the buildings themselves.		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
37	SBC (Public Health)	9	Although we support the idea of a vision and objectives for each village, there is some provision such as health and community facilities that need to be delivered across NEV and we would promote the idea of a central hub with satellite provision which may offer different specialisms in different localities.		Point noted. The IDP sets out clearly the requirement for additional health facilities at the NEV. The Council are working closely with health care providers to ensure appropriate facilities are secured at the district centre and also local services at village locations (where required).
37	SBC (Public Health)	10	Appendix B sec b – we fully support the work on sustainable travel links. The Park and Ride site should include space for cycles and the option of a ‘Boris bikes’ style scheme.		The Park and Ride will be required to have cycle parking facilities. The option to have rentable bikes may be researched and implemented as part of the FTP.
37	SBC (Public Health)	11	Appendix B sec b – this lists infrastructure in terms of sports and leisure, education, community facilities and a healthcare facility separately. As described above whilst all this provision is needed, we would strongly encourage a more holistic view of how buildings could be used to provide multi-use, multi-purpose centres.		Point noted. The Council are committed to working with all service providers and its partners to ensure appropriate facilities are secured at the district centre and also local services at village locations (where required). This will include appropriate provision for community related services including libraries, leisure and other health and well-being services.
38	SBC (Landscape)	1	Frequent mention of on-site and off-site (4.2, 4.11 to 4.15 in SPD) without definition. Does on site mean within the red line of the application and off-site elsewhere in the NEV or does on site mean within the NEV and off site outside of the NEV (such as Highway Infrastructure, Central Area Public Realm)? 4.12-4.15 should define.		The SPD clarifies on and off site infrastructure. Furthermore, the village proformas sets out in more detail the types of infrastructure required on and off site for each of the villages.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
38	SBC (Landscape)	2	Nightingale Wood will serve as a local country park and point of destination. It is a key doorstep facility certainly for development north of that A420 and most likely a destination for the whole NEV. This should be shown as context on the Master plan (grey tone but clear in extent/form). The North East boundary to Rowborough should show through connection aligned to the woods footpath network.		The emerging GI Strategy, together with Great Western Community Forest policies within the Local Plan enable funding for current project delivery in SBC including adjacent areas to the NEV. The GI Strategy for the NEV will look further into the need for off-site mitigation, access and models for delivery.
38	SBC (Landscape)	3	Suds only appears in name as an off- site element. It should read as a commitment from source, in the built zones, to the site perimeters and off-site (to be defined). Add to Nightingale comment in Infrastructure requirements		Noted.
38	SBC (Landscape)	4	‘Outdoor sports...1.6ha per 1000 population’  This document should be explicit about the acceptable uses for all the sports land allocation. At present there is a shortfall balance of 0.4ha. And some examples of acceptable uses should be articulated otherwise in the face of development pressure this 0.4ha will be lost to outdoor sports and not used for say, court sports netball tennis or as a bowling green or even just as spare space to provide flexibility for pitch alignment or variation in size from say junior to senior as the local demographic changes		The provision of outdoor sports must be in accord with Policy NC3 and EN3 of the Local Plan. The emerging NEV wide green infrastructure strategy will provide more detail on this.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
38	SBC (Landscape)	5	'To protect on-site ...archaeological assets..' - this type of land may contribute to GI but will not/ cannot be classed as use-able open space if, due to its location it is peripheral to the development or due to archaeological constraints cannot be developed as open space i.e. paths cannot be constructed across it cannot be planted or maintained to allow public access.		Agree. This has been reflected in the revised village proformas.
38	SBC (Landscape)	6	<p>'The provision of sports hub'</p> <p>This will be a point of contention if some guidance size is not given. The land requirement for the Primary School has been defined why not the land requirement for the Sports "Hub" as this will aid the developer in understanding what is required and configuring the development configuration accordingly</p>		Agree.
38	SBC (Landscape)	7	The master plan should be indicative as no approval should be given at this stage for the loss of hedgerows or trees. If we are saying the plan forms the planning background for subsequent applications, perhaps 4.9 of the SPD could make this clear that such details will need to be approved in subsequent strategies (along with other details, watercourses, flood storage etc.).		Agreed.

Page 651	Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
	38	SBC (Landscape)	8	The master plan and SPD do not sufficiently illustrate and emphasise the nature and importance of GI across the development i.e. potential for extensive, ecologically rich areas which could help define the development. Need for a comprehensive ecological strategy with clear ecology and biodiversity objectives. To include 'landmark' area e.g. wetland reserve and visitor centre. No indication of how the £10m nature reserves in the infrastructure requirements relates to the master plan ?		Agreed. The evidence base has been compiled and informs the Draft Masterplan. A comprehensive GI strategy has been drafted.
	38	SBC (Landscape)	9	Concerns over fragmentation of GI corridors, with regard to narrow corridors, road layout/crossings of watercourses. Design of movement corridors/structures/bridges must permit and enhance easy access for people and wildlife along the resultant GI corridors		Noted, work has started on a NEV wide green infrastructure strategy.
	38	SBC (Landscape)	10	Connectivity to Swindon's existing GI and west to River Cole/Oxfordshire needs more consideration/better definition.		Agreed, the GI Strategy for the NEV will help address the appropriate design, protection and integration of natural features.
	38	SBC (Landscape)	11	The non-coalescence area as shown on the Local Plan appendices has disappeared. Important regarding landscape impact, helping to overcome issues of habitat fragmentation/pressures/ ecological integrity, access connectivity.		Noted, development at the NEV is in accord with Policy NC3 and the Local Plan.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
38	SBC (Landscape)	12	'Mechanism to secure delivery' does not appear to have been set out in the document.		In the interests of delivering fair and equitable distribution of the necessary planning obligations, and in the absence of 'alternative mechanism' examples submitted for consideration, the Council consider that a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.
38	SBC (Landscape)	13	2.4 don't understand this		Noted, the SPD has been revised to improve clarity.
38	SBC (Landscape)	14	What happens if developers don't sign up to framework agreement?		The Council consider that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure. If developers are unable to sign up to a framework agreement, the Council may require multiple landowners/developers to enter into a joint s106 agreement where appropriate.
38	SBC (Landscape)	15	2.15. No mention of biodiversity policy EN4		The village proformas specifies biodiversity requirements, as set out in Policy EN4.
38	SBC (Landscape)	16	4.2 unclear/ambiguous about what is on-site and what is off-site.		The SPD clarifies on and off site infrastructure. Furthermore, the village proformas sets out in more detail the types of infrastructure required on and off site for each of the villages.
38	SBC (Landscape)	17	4.4 external connectivity not sufficiently considered, including importance of off-site areas.		The Green Infrastructure Strategy will address this in more detail.
38	SBC (Landscape)	18	4.5 links need to be better illustrated/emphasised including those surrounding countryside.		Agreed

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
38	SBC (Landscape)	19	Phasing of GI ? Should we be arguing the case for upfront planting? Part of noise attenuation, enabling works including major highway infrastructure		In accord with policy and as set out in the village proformas, on and off site planting schemes will be required.
38	SBC (Landscape)	20	Biodiversity gain only considered as 'on-site'. Needs to be included as strategic scale i.e. look for net gain across the development, greater than the sum of the parts		Agreed, the GI Strategy will help to address this.
38	SBC (Landscape)	21	South Marston and Rowborough Villages: <ul style="list-style-type: none"> <li>• Woodland cover as illustrated appears low.</li> <li>• The importance of Nightingale Woods needs to be emphasised ..to the point of considering it as part of on-site infrastructure ? Inc. potential link of wetland to NEV SUDs network ?</li> </ul>		Noted. There is a requirement for all development to provide and contribute towards GWCF. There is an opportunity to develop better access to Nightingale Wood through the NEV Green Infrastructure Strategy.
38	SBC (Landscape)	22	Foxbridge Village: <ul style="list-style-type: none"> <li>• Links to the south to Warneage particularly important.</li> </ul>		Point noted, detail of which can be developed as part of the emerging work on the NEV GI Strategy. Reference to Warneage Wood added to the Foxbridge village proforma.
38	SBC (Landscape)	23	Great Stall East: <ul style="list-style-type: none"> <li>• Access link needed following River Cole to allow connectivity between GI north and south of A420 (including up to Nightingale Woods)</li> </ul>		Noted.
38	SBC (Landscape)	24	link needed over the River Cole to connect to ROW network in Oxfordshire/line of the canal		Noted.

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38	SBC (Landscape)	25	<p>Support the spatial allocations for sports and recreation</p> <p>A spatial model allied to a cluster/hub concept helps ensure that sports provision is accessible and viable in the long term.</p> <p>It is key that sports provision is well connected to the wider open space/GI network to aid adaptability over time and facilitate none 'pitch' activities such as walking /running and cycling routes that are key to increased activity levels in the population – links with the health and wellbeing agenda going forward.</p> <p>The actual facility mix to be provided on any one specific site will depend on the developer demand modelling (using Sport England's suite of tools) based on the population profile projection for the relevant development cells.</p> <p>My concerns relate to the constraints/parameters for the delivery of the sports and recreation provision and the various open space typologies. These parameters /issues that need to be resolved are the relationship between sports provision and flooding/SuDs, the requirement for public open space to have a high degree of multi functionality as informal leisure requires useable terrain to promote activity and provide the setting for secondary sports outside of playing pitches (tennis, skate parks, MUGAs etc.)</p>		<p>Agreed, the emerging GI Strategy for the NEV will help to address these points in more detail. With regards to SUDs, the Council will be consulting upon a draft SPD in the near future.</p>
38	SBC (Landscape)	26	<p>Relationship of Archaeologically sensitive areas and open space/sports provision similarly produce conflict and limit use</p>		<p>Noted.</p>



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
38	SBC (Landscape)	27	Finally the requirements for children's play would benefit from expanding as the current Fields in Trust guidance can be subject to a pretty minimalist interpretation that can result in provision that is short of the standards SBC formerly sort.		Open space requirements will be secured in accord with Policy EN3 and Policy NC3 of the Local Plan.
39	SBC (StreetSmart)	1	• Litter bins to be provided which are of sufficient capacity and type		Noted
39	SBC (StreetSmart)	2	• Any paving should be of such a construction as to be able to take a mechanical sweeper		This is a level of detail not considered within the SPD but will be considered through the planning process and any subsequent road adoption. This issue presents a concern for some permeable paving systems and can be overcome through addressing the angle of suction on the sweeper, but still presents a maintenance concern.
39	SBC (StreetSmart)	3	Any paving should be of such a type as to limit staining and the requirement for scrubbing		Consultations will be carried out with appropriate teams and departments within SBC to ensure that such issues are taken into account.
39	SBC (StreetSmart)	4	• Limit bedding and bushes to a minimum as this attracts and contains litter and encourages inappropriate disposal of litter		Appropriate landscaping next to roads, footways and cycle routes etc., to reduce necessary and frequent maintenance regimes, will be considered through the planning and highway adoption process
39	SBC (StreetSmart)	5	Design in anti-graffiti measures and design		Such detailed matters will be considered at the reserved matters stage.
39	SBC (StreetSmart)	6	Ensure that bin stores are sufficient for commercial and domestic premises with suitable storage off of the public highway		This will be considered through design codes and planning application determination and will be subject to scrutiny against the Transport Requirements For Development, which aims to include waste collection and storage design requirements.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
39	SBC (StreetSmart)	7	Vehicle access. Road widths, parking restrictions and general road layouts to ensure refuse and recycling vehicles can access. In my experience the national planning guidelines aren't sufficient as the road widths aren't adequate once on-street parking is allowed.		The street layout and design will consider the location and demand for on-street car parking and landscaping. The suitability of the location of these elements will be determined through sufficient vehicle tracking of refuse trucks and emergency vehicles; all routes, unless specifically specified or of such low demand, will cater for two way traffic beyond any on-street features such as parking.
39	SBC (StreetSmart)	8	-House frontages to include space for off-street container storage. Sympathetic landscaping and sensible house design should enable householders to remove their containers from the pavement and store at the front of the house (or round the back without going through the house).		Consultations will be carried out with appropriate teams and departments within SBC to ensure that such issues are taken into account.
39	SBC (StreetSmart)	9	-Flats and dense housing to have containers accessible from highway without need to drive or walk on un-adopted or private land. There are a couple of live insurance cases where we may have to pay out for damage to private land from repeated access. Also include adequate enclosed bin storage as this often gets eroded during planning process or located badly.		Consultations will be carried out with appropriate teams and departments within SBC to ensure that such issues are taken into account.
39	SBC (StreetSmart)	10	On a neighbourhood wide level, public space made available for public bring sites. We may not take this up straight away but can be beneficial. This is particularly beneficial for underground waste provision (e.g. link)		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
39	SBC (StreetSmart)	11	Developer contributions to waste infrastructure including waste transfer site at Waterside and civic amenity site provision in locality.		Unless directly related to development at the NEV there is no policy basis to secure contributions towards the waste transfer site at Waterside.
40	Wilts & Berks Canal Trust	1	Concentrating on the canal route as shown in the Master Plan, WBCT is unable to see how land drainage is adequately dealt with. The impact of the deep bowl* effect on floodwater will restrain these waters, unable to escape from one of the Nation's largest housing developments.*Collecting from the Marlborough Downs, the topography, soil type and geography of the subject area creates the effect of a large water bowl with bottlenecked and limited outflow possibilities. First serious effects of this were witnessed in 2007 when unusually high rainfall closed the A 420 to flooding for a significant period at Acorn Bridge.		Noted. The NEV 'SUDs Vision/SPD will be available for consultation prior to formal adoption. It addresses flooding in more detail in line with the Adopted Local Plan.
40	Wilts & Berks Canal Trust	2	The SBC consultation document on the SUDs raise the issue of long term responsibility and maintenance which it seems SBC will not take on. At least some of this responsibility (i.e. to keep the SuDS and or canal in working order) could be managed by WBCT on a paid basis from the developers.		Noted. The emerging NEV SuDS Vision draft SPD will provide more guidance on this matter.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
40	Wilts & Berks Canal Trust	3	Present provisions for “individually-assessed-development-created-water attenuation” (SuDS) relies on the flimsy practice for developers to provide for minimal local flood water attenuation. WBCT can see no provision for collective attenuation and or 100-year flash flood event considerations.		Noted. The emerging NEV SuDS Vision draft SPD will provide more guidance on this.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
40	Wilts & Berks Canal Trust	4	<p>In providing for local attenuation, present planning law deals with traditional run off volume but it ignores 1) speed of runoff caused by development compared with farmland, 2) flash flooding effects from unstable climate conditions and 3) the aggregate volume of water runoff caused by the several linked developments thereafter. SBC master plan does not consider this critical subject at all. The proposed canal forms a barrier to the run-off from the downs and can divert storm flows to by-pass the Acorn Bridge constriction. Normal canal maintenance would include maintaining cross-drainage structures, which throttle run-off to create the attenuation ponds, and the gravity inflow channels, which divert storm flow into the canal. In this way there will be a reduced reliance on SuDS provided by the developers which can be reduced in size and require less maintenance. SBC propose that each developer will be responsible for providing SuDS to attenuate peak run-off from the impermeable surfaces of their development such that it is the same as that from the original farmland for the 1 in 100-year storm.</p>		<p>The Council acknowledges that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore the Council is happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
40	Wilts & Berks Canal Trust	5	SBC propose that each development will be responsible for providing SuDS to attenuate peak run-off from impermeable surfaces of their development such that it is the same as that from original farmland for the 1 in 100 year storm. This relies on 1) the method of calculating the 1 in 100 year runoff, which will be different for the relatively small development area when compared with the whole River Cole 2) that the SuDS are maintained and 3) that there is adequate capacity over and above the volume of standing water since percolation is slow in clay soils.		Noted. The emerging NEV SuDS Vision draft SPD will provide more guidance on this.
40	Wilts & Berks Canal Trust	6	Size of the SuDS ponds wild depend on the estimate of how much stagnant water remains in the ponds following a storm, hence how much attenuation capacity is available for the next storm. The developer will wish to optimize the pond size and this may compromise the efficiency of SuDS.		Noted. The emerging NEV SuDS Vision draft SPD will provide more guidance on this.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
40	Wilts & Berks Canal Trust	7	<p>Note that the developments are to be built on islands set above the floodplain so as to be above the 1 in 100 flood level in the catchment, but what is this level? The only way to know the flood level is to carry out a holistic hydrodynamic numerical model of the River Cole catchment with and without the NEV to assess the effect of the islands on predicted flood levels and flows. Tagging the canal on to this model will show how the canal forms a flood barrier to protect the NEV. Such a model needs to be instigated by SBC.</p>		<p>The SPD and Masterplan show the main development islands to be outside of the flood zones 2 and 3. There will be a need for strategic infrastructure to be in flood zones 2 and 3 which may need to be above the 1 in 100 year plus climate flood level.</p> <p>The Environment Agency (EA) already have detailed modelling information for the NEV and Flood Zones 2 &amp; 3 are based on these flood modelling extents, Flood Zone 3 being the 1 in 100 year flood extent and Flood Zone 2 being the 1 in 1000 year flood extent. Therefore the existing ground levels on the proposed development Islands are very likely to be above the 1 in 100 plus climate change level.</p> <p>There will be a need for strategic infrastructure to be in flood zones 2 and 3 which may need to be above the 1 in 100 year plus climate flood level. The flood levels, which will vary across the NEV development area, can be obtained from the EA.</p> <p>SBC as the Lead Local Flood Authority (LLFA) are not responsible fluvial flood risk. The management of Fluvial flood risk is under the jurisdiction of the EA. As the canal will be a raised structure in the flood plain the EA would need to consider the feasibility of the canal with regards to flood risk, to ensure it will not increase the flood risk else where as well as it being a flood defence structure. In order for this to be considered in relation to the NEV development proposals, we feel that full plans for the canal will need to be submitted as part of a planning application.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
40	Wilts & Berks Canal Trust	8	Acting as a responsible local stakeholder, WBCT have produced two detailed Technical Notes on the subject: Note 1 (dated March 2016), which deals with Water Management generally and describes how the Wiltshire and Berkshire canal provides flood mitigation and Note 2 (dated April 2016), which describes how the canal can provide a flood barrier to protect the NEV. Both Technical Notes are attached explaining in engineering detail how the canal and its related infrastructure can act as proper conduit for aggregate volume water egress.		Noted.
40	Wilts & Berks Canal Trust	9	As demonstrated throughout the UK and Europe, canals add value to residential development, provide for leisure and recreation and public amenity to the localities through which it travels.( <a href="https://www.youtube.com/watch?v=dg0B_2v-bLk">https://www.youtube.com/watch?v=dg0B_2v-bLk</a> ).It is therefore illogical that SBC has all but ignored the canal within its master plan; to the extent that its planned corridor is marginalised and out of sight and contact with their urban development plans.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
40	Wilts & Berks Canal Trust	10	The planned layout of the NEV infrastructure as described in the SBC planning reports includes footpaths and cycleways. These can connect with the canal tow path to form a network.		Agreed.



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
40	Wilts & Berks Canal Trust	11	<p>As part of the whole, WBCT master planning has also reviewed the traffic planning and road infrastructure plans proposed as it might affect the development and access to the canal. WBCT consider the fragility of the presently planned road infrastructure makes it unlikely the road network will be able to cope satisfactorily with peak traffic flows from more than presently planned 6,650 new dwellings; it will certainly not support additional recreational and leisure activity as envisaged with the canal in position because there will be public pushback to engagement with the canal leisure offering.</p>		<p>The planned road infrastructure has been designed to cater for the full development, plus natural growth on the network. In this regard, the proposed network is not considered fragile and SBC consider the capacity of this network sufficient to accommodate the extra leisure trips which would also be unlikely to coincide with the natural network peak hours.</p>
40	Wilts & Berks Canal Trust	12	<p>Include: Policy EN6 The risk and impact of flooding will be minimised .... Swindon Borough will require a considered approach to sustainable drainage from the outset of the proposed development, including drainage management. This will include specialist input from the outset of the design and agreement of eventual ownership and management of the components involved.</p>		<p>Policy EN6 is referenced in all of the village proformas as a key consideration.</p>

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40	Wilts & Berks Canal Trust	13	Policy EN11 with particular reference to: The alignments of the Wilts & Berks Canal and North Wilts Canal, as shown indicatively on the Policies Map, shall be safeguarded with a view to their long term re-establishment as navigable waterways, by... ensuring associated infrastructure of development does not prejudice the delivery of the canal.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
40	Wilts & Berks Canal Trust	14	Lotmead Page 13: Add Local Plan Policy EN11 Page 14/15: Appropriate for onsite contribution for Canal as part of GI. Integration of canal as a part of land drainage could allow construction as part of development 1550 Dwellings		Point noted, although the canal route does not travel through Lotmead village.
40	Wilts & Berks Canal Trust	15	Lower Lotmead Page 17 Add Local Plan Policy EN11 Page 19/20 Appropriate for onsite contribution for Canal as part of GI. Integration of canal as a part of land drainage could allow construction as part of development 800/900 Dwellings		Lower Lotmead village proforma updated to reflect this.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
40	Wilts & Berks Canal Trust	16	Redlands Page 22 Add Local Plan Policy EN11 Page 23/24 Appropriate for onsite contribution for Canal as part of GI. Integration of canal as a part of land drainage could allow construction as part of development 300/400 Dwellings		Noted.
40	Wilts & Berks Canal Trust	17	Foxbridge Page 25 Add Local Plan Policy EN11 Page 26/27 Appropriate for onsite contribution for Canal as part of GI. Integration of canal as a part of land drainage could allow construction as part of development 700 Dwellings		Updated on the Foxbridge village proforma.
40	Wilts & Berks Canal Trust	18	Add Canal to IDP (see table on next page) The existing IDP has £34,429,000 allocated for Major Open Space, £3,320,800 for Local Open Space, and £10,906,000 for a Nature area. Some of this funding is already allocated to providing the green space of the canal line and could be used to construct the canal.  Insert an additional infrastructure item - Wilts & Berks Canal - Construction of canal from Commonhead to A420 Acorn Bridge - £35million - shared on and off site - WBCT feasibility Reports		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
40	Wilts & Berks Canal Trust	19	The SPD now includes the canal corridor as a protected route within the development and WBCT congratulates SBC on this change to the proposals. However, WBCT believes that more needs to be included within the SPD in order that the NEV development and infrastructure gains the benefits that a built canal will provide.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
40	Wilts & Berks Canal Trust	20	WBCT believes that the construction of the canal, and properly integrating it with the development islands of NEV, will produce a distinctive and beneficial character to this exciting and significant new development on the east of Swindon.		Noted.
40	Wilts & Berks Canal Trust	21	WBCT state that the canal will provide a green and blue corridor for enjoyment by both people and wildlife. It will provide a significantly enhanced and effective drainage and flood relief solution to both urban runoff and A420 drainage.		Noted.
40	Wilts & Berks Canal Trust	22	The canal will provide recreational and leisure opportunities for NEV residents and others in Swindon. It will connect with other wildlife corridors and it will enhance property values along the canal route.		Noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
40	Wilts & Berks Canal Trust	23	WBCT further believes that the construction of the canal and the consequent enjoyment of these benefits outlined above, should be as part of the NEV infrastructure, funded by the developer.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
171	The Basingtoke Canal Society	1	I wish to comment on the draft SPD for the Eastern Villages. I am very pleased to see that the draft proposes that the line of the Wilts & Berks Canal will be protected from developments. This is very encouraging bearing in mind that the W&B Canal is a very significant and ambitious project which will need considerable local authority support if the re-opening of the canal is to be achieved. Although the inclusion of the role of the canal, within the SPD, is extremely welcome, there are some related issues which I would urge the Council to take into account and to modify the draft SPD accordingly. These are; 1. The cost of constructing the 7 miles of canal should be included as part of the infrastructure proposals for the Eastern Villages.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, it cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
171	The Basingtoke Canal Society	2	2. The cost of constructing this length of the canal should be borne by the developers who will secure considerable financial benefit from having the canal within their plans. For example, there is ample evidence to show that the values of houses constructed on or near navigable waterways are considerably increased by their proximity to the water.		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, it cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
171	The Basingtoke Canal Society	3	3. The new canal length would provide opportunities to incorporate flood relief measures within the development plans.		Point noted. The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development. Therefore, the Council are willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.
171	The Basingtoke Canal Society	4	4. The canal would certainly make the Eastern Villages a more attractive proposition to the prospective home owners. People are fascinated by water and by the life that waterways bring to an area. They also like to see boats and other water based activities - fishing, towpath cycling/walking, canoeing , nature study etc.		Point noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
171	The Basingtoke Canal Society	5	A built canal would considerably enhance recreational opportunities for the residents on the Eastern Villages and would improve their health and well-being.		Point noted.
171	The Basingtoke Canal Society	6	6. The canal would make a significant contribution to ecological diversity - it would attract a wider range of wildlife including birds, aquatic plants and insects.		Point noted.
188	Wilts & Berks Canal Trust	1	<p>Covering letter sent out to all W&amp;BCT members to respond to the NEV Planning Obligations Draft SPD and associated documents.</p> <p>Bullet points:</p> <ol style="list-style-type: none"> <li>1. It's very good to see that the protected canal route has been included</li> <li>2. The construction of the canal must be included as part of the NEV infrastructure</li> <li>3. The canal should be funded by the developers</li> <li>4. The canal offers opportunities for flood relief and land drainage</li> <li>5. The canal offers a wonderful opportunity to make a distinctive character for the NEV</li> <li>6. Working canals in other locations have created property uplift, and will do so here as well</li> <li>7. A built canal will create both recreational and leisure assets as well as improving people's well-being</li> <li>8. A built canal will create wildlife habitat assets and increase biodiversity</li> </ol>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
188	Wilts & Berks Canal Trust	2	Wonderful opportunity for a significant stretch of canal to be part of the development of this proposed eastern expansion of Swindon.		Noted.
188	Wilts & Berks Canal Trust	3	The section of the canal would link with the canal as built in Wichelstowe and would add a further 7 miles to our goal of restoring the canal between Semington and Abingdon. The document shows the line of the canal as a green canal corridor; this is a welcome and pleasing result arising from years of meetings and reports between the Trust, SBC and others.		Support noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, it cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.
188	Wilts & Berks Canal Trust	4	The document does not include the requirement for the proposed development to make provision for the funding of the building of the canal or its infrastructure. Our aim is to see the construction of the canal in NEV as an enforceable part of the infrastructure development, and that will mean that the canal must be built as part of any built development.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
188	Wilts & Berks Canal Trust	5	Submission of Document 1 - WBCT Summary response Submission of Document 2 - WBCT Swindon NEV Non Technical Summary Flood protection Submission of Document 3 - WBCT Swindon NEV Technical Note		Noted.



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
206	The Swindon & Oxfordshire Canal	1	Concentrating on the canal route as shown in the Master Plan, WBCT is unable to see how land drainage is adequately dealt with. The impact of the deep bowl* effect on floodwater will restrain these waters, unable to escape from one of the Nation's largest housing developments.*Collecting from the Marlborough Downs, the topography, soil type and geography of the subject area creates the effect of a large water bowl with bottlenecked and limited outflow possibilities. First serious effects of this were witnessed in 2007 when unusually high rainfall closed the A 420 to flooding for a significant period at Acorn Bridge.		Point noted.
206	The Swindon & Oxfordshire Canal	2	BC consultation document on the SUDs raise the issue of long term responsibility and maintenance which it seems SBC will not take on. At least some of this responsibility (i.e. to keep the SuDS and or canal in working order) could be managed by WBCT on a paid basis from the developers.		Point noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
206	The Swindon & Oxfordshire Canal	3	<p>Present provisions for “individually-assessed-development-created-water attenuation”</p> <p>(SuDS) relies on the flimsy practice for developers to provide for minimal local flood water attenuation. WBCT can see no provision for collective attenuation</p> <p>and or 100-year flash flood event considerations.</p>		<p>Point noted. A canal can provide some of the main principles of an overall emerging SuDS scheme and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for parts of the development, specifically where it passes through the development parcels, and when it can meet the criteria as mentioned above.</p> <p>Therefore we are happy to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
206	The Swindon & Oxfordshire Canal	4	<p>In providing for local attenuation, present planning law deals with traditional run off volume but it ignores 1) speed of runoff caused by development compared with farmland, 2) flash flooding effects from unstable climate conditions and 3) the aggregate volume of water runoff caused by the several linked developments thereafter. SBC master plan does not consider this critical subject at all. The proposed canal forms a barrier to the run-off from the downs and can divert storm flows to by-pass the Acorn Bridge constriction. Normal canal maintenance would include maintaining cross-drainage structures, which throttle run-off to create the attenuation ponds, and the gravity inflow channels, which divert storm flow into the canal. In this way there will be a reduced reliance on SuDS provided by the developers which can be reduced in size and require less maintenance. SBC propose that each developer will be responsible for providing SuDS to attenuate peak run-off from the impermeable surfaces of their development such that it is the same as that from the original farmland for the 1 in 100-year storm.</p>		Points noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
206	The Swindon & Oxfordshire Canal	5	SBC propose that each development will be responsible for providing SuDS to attenuate peak run-off from impermeable surfaces of their development such that it is the same as that from original farmland for the 1 in 100 year storm. This relies on 1) the method of calculating the 1 in 100 year runoff, which will be different for the relatively small development area when compared with the whole River Cole 2) that the SuDS are maintained and 3) that there is adequate capacity over and above the volume of standing water since percolation is slow in clay soils.		Noted.
206	The Swindon & Oxfordshire Canal	6	Size of the SuDS ponds wild depend on the estimate of how much stagnant water remains in the ponds following a storm, hence how much attenuation capacity is available for the next storm. The developer will wish to optimize the pond size and this may compromise the efficiency of SuDS.		<p>The Council acknowledge that a canal can provide some of the main principles of an overall SuDS scheme to provide drainage and flood risk benefits and it has been recognised in the emerging SuDS Vision SPD that if delivered as part of the development, the canal can be part of the drainage solution for some areas of the development.</p> <p>Therefore, the Council are willing to consider the canal as part of the drainage solution for a development parcel, where it is being proposed by the applicant however, we cannot specify which drainage solutions are used to meet the requirements of an overall SuDS scheme.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
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206	The Swindon & Oxfordshire Canal	6	Size of the SuDS ponds wild depend on the estimate of how much stagnant water remains in the ponds following a storm, hence how much attenuation capacity is available for the next storm. The developer will wish to optimize the pond size and this may compromise the efficiency of SuDS.		Noted.
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Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
206	The Swindon & Oxfordshire Canal	7	<p>Note that the developments are to be built on islands set above the floodplain so as to be above the 1 in 100 flood level in the catchment, but what is this level? The only way to know the flood level is to carry out a holistic hydrodynamic numerical model of the River Cole catchment with and without the NEV to assess the effect of the islands on predicted flood levels and flows. Tagging the canal on to this model will show how the canal forms a flood barrier to protect the NEV. Such a model needs to be instigated by SBC.</p>		<p>The SPD and Masterplan show the main development islands to be outside of the flood zones 2 and 3. There will be a need for strategic infrastructure to be in flood zones 2 and 3 which may need to be above the 1 in 100 year plus climate flood level.</p> <p>The Environment Agency (EA) already have detailed modelling information for the NEV and Flood Zones 2 &amp; 3 are based on these flood modelling extents, Flood Zone 3 being the 1 in 100 year flood extent and Flood Zone 2 being the 1 in 1000 year flood extent. Therefore the existing ground levels on the proposed development Islands are very likely to be above the 1 in 100 plus climate change level.</p> <p>There will be a need for strategic infrastructure to be in flood zones 2 and 3 which may need to be above the 1 in 100 year plus climate flood level. The flood levels, which will vary across the NEV development area, can be obtained from the EA.</p> <p>SBC as the Lead Local Flood Authority (LLFA) are not responsible fluvial flood risk. The management of Fluvial flood risk is under the jurisdiction of the EA. As the canal will be a raised structure in the flood plain the EA would need to consider the feasibility of the canal with regards to flood risk, to ensure it will not increase the flood risk else where as well as it being a flood defence structure. In order for this to be considered in relation to the NEV development proposals, we feel that full plans for the canal will need to be submitted as part of a planning application.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
206	The Swindon & Oxfordshire Canal	8	Acting as a responsible local stakeholder, WBCT have produced two detailed Technical Notes on the subject: Note 1 (dated March 2016), which deals with Water Management generally and describes how the Wiltshire and Berkshire canal provides flood mitigation and Note 2 (dated April 2016), which describes how the canal can provide a flood barrier to protect the NEV. Both Technical Notes are attached explaining in engineering detail how the canal and its related infrastructure can act as proper conduit for aggregate volume water egress.		Noted.
206	The Swindon & Oxfordshire Canal	9	As demonstrated throughout the UK and Europe, canals add value to residential development, provide for leisure and recreation and public amenity to the localities through which it travels. ( <a href="https://www.youtube.com/watch?v=dg0B_2v-bLk">https://www.youtube.com/watch?v=dg0B_2v-bLk</a> ).It is therefore illogical that SBC has all but ignored the canal within its master plan; to the extent that its planned corridor is marginalised and out of sight and contact with their urban development plans.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

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206	The Swindon & Oxfordshire Canal	10	The planned layout of the NEV infrastructure as described in the SBC planning reports includes footpaths and cycleways. These can connect with the canal tow path to form a network.		Noted. The details of footpath and cycleways will come forward through the detailed planning application process.
206	The Swindon & Oxfordshire Canal	11	As part of the whole, WBCT master planning has also reviewed the traffic planning and road infrastructure plans proposed as it might affect the development and access to the canal. WBCT consider the fragility of the presently planned road infrastructure makes it unlikely the road network will be able to cope satisfactorily with peak traffic flows from more than presently planned 6,650 new dwellings; it will certainly not support additional recreational and leisure activity as envisaged with the canal in position because there will be public pushback to engagement with the canal leisure offering.		The planned road infrastructure has been designed to cater for the full development, plus natural growth on the network. In this regard, the proposed network is not considered fragile and SBC consider the capacity of this network sufficient to accommodate the extra leisure trips which would also be unlikely to coincide with the natural network peak hours.



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206	The Swindon & Oxfordshire Canal	12	<p>Include: Policy EN6 The risk and impact of flooding will be minimised .... Swindon Borough will require a considered approach to sustainable drainage from the outset of the proposed development, including drainage management. This will include specialist input from the outset of the design and agreement of eventual ownership and management of the components involved.</p>		Noted.
206	The Swindon & Oxfordshire Canal	13	<p>Policy EN11 with particular reference to: The alignments of the Wilts &amp; Berks Canal and North Wilts Canal, as shown indicatively on the Policies Map, shall be safeguarded with a view to their long term re-establishment as navigable waterways, by... ensuring associated infrastructure of development does not prejudice the delivery of the canal.</p>		Noted.
206	The Swindon & Oxfordshire Canal	14	<p>Lotmead Page 13: Add Local Plan Policy EN11 Page 14/15: Appropriate for onsite contribution for Canal as part of GI. Integration of canal as a part of land drainage could allow construction as part of development 1550 Dwellings</p>		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
206	The Swindon & Oxfordshire Canal	15	Lower Lotmead Page 17 Add Local Plan Policy EN11 Page 19/20 Appropriate for onsite contribution for Canal as part of GI. Integration of canal as a part of land drainage could allow construction as part of development 800/900 Dwellings		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
206	The Swindon & Oxfordshire Canal	16	Redlands Page 22 Add Local Plan Policy EN11 Page 23/24 Appropriate for onsite contribution for Canal as part of GI. Integration of canal as a part of land drainage could allow construction as part of development 300/400 Dwellings		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
206	The Swindon & Oxfordshire Canal	18	Add Canal to IDP (see table on next page) The existing IDP has £34,429,000 allocated for Major Open Space, £3,320,800 for Local Open Space, and £10,906,000 for a Nature area. Some of this funding is already allocated to providing the green space of the canal line and could be used to construct the canal.		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.
206	The Swindon & Oxfordshire Canal	19	Insert an additional infrastructure item - Wilts & Berks Canal - Construction of canal from Commonhead to A420 Acorn Bridge - £35million - shared on and off site - WBCT feasibility Reports		The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
206	The Swindon & Oxfordshire Canal	20	Submission of Document 1 - WBCT Summary response Submission of Document 2 - WBCT Swindon NEV Non Technical Summary Flood protection Submission of Document 3 - WBCT Swindon NEV Technical Note	Noted.	Noted.
207	Wilts & Berks Canal Trust	1	<p>I am delighted to see that the protected canal route has been included in the Consultation for the New Eastern Villages. The construction of the canal must be included as part of the New Eastern Villages infrastructure and like the Wichelstowe development, should be funded by the developers under a Section 106 agreement. The canal offers a wonderful opportunity to give a distinctive character for the New Eastern Villages, will add value to the properties and create both recreational and leisure assets as well as improving people's well-being. The canal will provide opportunities for flood relief and land drainage as well as creating wildlife habitat assets and increased biodiversity.</p> <p>As has already been demonstrated in other parts of the UK and also Europe a water feature such as a canal provides a much needed "green lung" in developed areas and could be the means of giving Swindon a much needed special "wow" factor to be admired on an international scale.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, it cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
238	Wilts and Berks Canal Trust	1	You are to be congratulated for including the proposed new route of the canal to the east of Swindon in the development plans and I wish my support for this part of the plan to be noted. The canal with its leisure and wildlife possibilities gives a vision of cohesion and connectivity through and around the villages.		Support noted.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
238	Wilts and Berks Canal Trust	2	<p>The policy in each Pro-forma safeguards the route against adverse development and ensures that associated development infrastructure does not prejudice the delivery of the canal. I would suggest however that this should be taken one stage further and that construction of the canal forms part of the delivery requirements for the development i.e. is paid for by the developers, as has been done elsewhere.</p> <p>It surely makes sense to build this in to the plans at the start. It is well demonstrated elsewhere that a working canal creates an increase in property values and I am sure would do so here as well. In addition it should form part of the flood alleviation and field drainage infrastructure of the overall scheme and again it makes sense for the developers to build this into their plans at the outset.</p> <p>The canal is not mentioned separately in the Infrastructure Delivery Plan schedule and I would submit that it should be a separate entry in the green infrastructure section. Why? A green wildlife corridor with bio-diversity snaking through the development with all the additional and various benefits of leisure activities deserves its own section.</p> <p>In conclusion I support the inclusion of the new route through the development</p>		Points noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, it cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

and the protection of that route, however, I would like to see the building of the canal and infrastructure included with the delivery plan for the developers.

259 Vision for Wroughton

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Please take the chance when building the Eastern Villages to include the chance to reinstate the route of the WILTS AND Berks Canal.  
The one at kings hill has brought such a new dimension to wildlife and the countryside, plus wildlife habitat. The canal is still carved into the countryside alongside the A420 and would need little work to bring it back to life and could be paid for by the developer who would gain the benefits of reinstatement a recreational facility. It would also act as a flood relief and drainage.

The Council recognises and welcomes the significant benefits that future delivery of the Wilts & Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
284	Cotswold Canal Trust	1	<p>I notice that the proposed canal corridor is very different from the old route that the canal took, in particular it is now much further into the flood plain of the stream (I cannot see its name on a map, but it flows under Fox Bridge on the Wanborough road)</p> <p>I suggest that the draft new Eastern Villages Planning Obligations is amended to:</p> <ol style="list-style-type: none"> <li>1. Require a Section 106 contribution from the developer(s) to the cost of reinstating the canal</li> <li>2. As a minimum, that: <ul style="list-style-type: none"> <li>A. Sufficient land is allowed in the canal corridor for banks to protect the canal from flooding</li> <li>B. Cognizance of the canal route is taken by developers and their agents when proposing services which cross the line of the canal. This particularly applies to surface water drainage, as the Environment Agency will not usually accept inverted siphons if these became necessary in the future because a poor route was adopted initially.</li> </ul> </li> </ol>		<p>In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, it cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
285	Foxham & Lyneham branch of the	1	<p>I'd like to add my comments to the consultation for the proposed development at the New Eastern Villages.</p> <p>It's vital to protect the canal route, cul-de-sacs are no use in a canal! The canal should be an integral part of the NEV development and the cost of restoring the canal must be included. It's an incredibly valuable resource for wildlife, for drainage and flood relief, and as a community recreational and leisure asset for the new residents of the villages.</p> <p>It would be a travesty for the new development to exclude full restoration of the canal.</p>		In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, it cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.



Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
286	Wilts & Berks Canal Trust	1	<p>I must start by welcoming that the plan recognises and preserves the protected canal route for the Wilts &amp; Berks canal.</p> <p>However, given that SBC are members of the Partnership committed to delivering the working end-to-end canal, the SPD presents a whole series of missed opportunities to further that aim.</p> <p>The most fundamental aspect being the missed chance to use this to fund part of the canal build such as was done at Wichelstowe. And following that theme, the water management achieved at Wichelstowe by this approach must surely commend itself to be used at NEV also?</p> <p>As we know, the additional developer costs are largely recovered or offset by the water management that would otherwise have to be built and the increased house sale prices; so with positive and imaginative engineering and commercial discussions, this has to be a feasible approach to take.</p> <p>And this is all without even mentioning the recreational benefits that would accrue, the walking and cycling route, when connected, to Swindon and beyond, ultimately to Bath and Stroud, going West and to Oxford and beyond going East.</p> <p>SBC has signed up to be an active and</p>		<p>Support noted. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, it cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

Rep no	Organisation	Comment No	Justification	Proposed changes	Officer response
			supportive member of the Canal Partnership, please now deliver on that commitment and fully realise this opportunity to help deliver an end-to-end working canal.		
323	Canal Ministries	1	<p>What provisions will you make for the 20,000 boats that are full time liveaboards ?</p> <p>How will you liaise with Canal and River Trust who have the responsibility to maintain the canal?</p>		Point noted. The Council continue to work in partnership with the Wilts and Berks Canal Trust.
354	East Challow Parish Council	1	<p>East Challow Parish Council strongly supports the restoration of the Wilts &amp; Berks canal, whose route runs through our village. We are pleased to see that the route to the east of Swindon has been protected from development. We feel strongly that the reconstruction of the canal should be included as part of the infrastructure development of the new Eastern Villages and feel that this should be funded by the developers. As well as offering flood relief and land drainage the canal will make the new eastern village distinctive and therefore very attractive to purchasers. The canal will bring benefits in recreation and leisure and will also go some way to creating wildlife habitats, many of which are being lost due to the level of development in this area.</p>		Point noted. The Council recognise the benefits of the canal at the NEV. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process.

# NEV Planning Obs Rev dSPD Comments and Responses (Organisations)

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
2	Thames Water Ltd (Thames Water)	1		It is important to consider the net increase in water and wastewater demand to serve the development and also any impact that developments may have off site, further down the network. It is therefore important that developers demonstrate that adequate water supply and wastewater infrastructure capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users.		<p>Developers are expected to submit a Wastewater Strategy with a planning application to demonstrate that adequate infrastructure is provided to ensure the development will not impact on any existing infrastructure that would lead to problems for existing users. Thames Water, as they have been on applications already submitted, will continue to be consulted as statutory consultee on any development proposals for the NEV.</p> <p>We are aware that Thames Water are currently drafting a Wastewater Strategy and believe this will highlight any existing capacity issues which will need to be addressed by the developers Wastewater Strategies.</p> <p>We note Thames Waters, Swindon water resources and supply position statement, April 2016 (Re-submitted) Comment reference 2.6.</p>

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2	Thames Water Ltd (Thames Water)	2		In some circumstances this may make it necessary for developers to carry out appropriate reports and appraisals to ascertain whether the proposed development will lead to overloading of existing water and sewerage infrastructure.		<p>Developers are expected to submit a Wastewater Strategy with a planning application to demonstrate that adequate infrastructure is provided to ensure the development will not impact on any existing infrastructure that would lead to problems for existing users. Thames Water, as they have been on applications already submitted, will continue to be consulted as statutory consultee on any development proposals for the NEV.</p> <p>We are aware that Thames Water are currently drafting a Wastewater Strategy and believe this will highlight any existing capacity issues which will need to be addressed by the developers Wastewater Strategies.</p> <p>We note Thames Waters, Swindon water resources and supply position statement, April 2016 (Re-submitted) Comment reference 2.6.</p>

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2	Thames Water Ltd (Thames Water)	3		It is Thames Water's understanding that Section 106 Agreements can not be required to be used to secure water and waste water infrastructure upgrades. However, it is essential to ensure that such infrastructure is in place to avoid unacceptable impacts on the environment such as sewage flooding of residential and commercial property, pollution of land and watercourses plus water shortages with associated low pressure water supply problems.		<p>Developers are expected to submit a Wastewater Strategy with a planning application to demonstrate that adequate infrastructure is provided to ensure the development will not impact on any existing infrastructure that would lead to problems for existing users. Thames Water, as they have been on applications already submitted, will continue to be consulted as statutory consultee on any development proposals for the NEV.</p> <p>We are aware that Thames Water are currently drafting a Wastewater Strategy and believe this will highlight any existing capacity issues which will need to be addressed by the developers Wastewater Strategies.</p> <p>We note Thames Water's, Swindon water resources and supply position statement, April 2016 (Re-submitted) Comment reference 2.6. Development proposals will be assessed in accordance with adopted Local Plan policy IN2.</p>

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2	Thames Water Ltd (Thames Water)	4		Water and sewerage undertakers also have limited powers under the water industry act to prevent connection ahead of infrastructure upgrades and therefore rely heavily on the planning system to ensure infrastructure is provided ahead of development either through phasing and Local Plan policies or the use of conditions attached to planning permissions.		Development proposals will be assessed in accordance with adopted Local Plan policy IN2.
2	Thames Water Ltd (Thames Water)	5		<p>Thames Water therefore consider that the following section should also be added to the SPD:</p> <p>Wastewater/Sewerage and Water Supply Infrastructure Developers will be required to demonstrate that there is adequate water supply, waste water capacity and surface water drainage both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing water and/or waste water infrastructure. Drainage on the site must maintain separation of foul and surface flows. Where there is an infrastructure capacity constraint the Council will require the developer to set out what appropriate improvements are required and how they will be delivered.</p>		The Council must ensure that new development in the NEV can provide adequate infrastructure (Wastewater and Water Supply) to ensure it will not impact on any existing infrastructure that would lead to problems for existing users or that the development is not carried out until Thames Water have provided the necessary strategic infrastructure as planned.

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2	Thames Water Ltd (Thames Water)	6		Swindon water resources and supply position statement, April 2016 (Re-submitted)		Noted.
10	Swindon Bicycle Users Group	1		We note that extra 'footways / cycleways' have been added to the Plan: this is welcomed. In particular, we welcome the extra crossings shown for the railway and A420. However, the Plan remains difficult to interpret as it is clear that not all of the red dotted lines refer to cycleways (see Fig 1): and so we don't know how many of them are intended to be cycleways.		Support noted. Further consultation will be undertaken at the detailed planning stage to determine detailed network to be enjoyed by cyclists.
10	Swindon Bicycle Users Group	2		The extra crossings shown for the railway and A420 should be provision for cyclists AND walkers. Consideration should be given to adding a safe A420 crossing point at the Carpenter's Arms junction;		Noted. The planned strategy is for most routes to be joint use for walkers and cyclists. New FP 5 bridge across railway is to be designed with ability to provide cycle ramps as development progresses.
10	Swindon Bicycle Users Group	3		The majority of the 'footway / cycleways' shown on the plan should be provision for cyclists AND walkers - see, for example, Figure 2;		Noted. The planned strategy is for most routes to be joint use for walkers and cyclists. New FP 5 bridge across railway is to be designed with ability to provide cycle ramps as development progresses.

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10	Swindon Bicycle Users Group	4		That this provision would be in addition to the requirement in the draft village proformas that developers provide a walking and cycle network that integrates with existing networks and provides good connectivity within the development and to the surrounding area (BUG emphasis)		Noted and agreed. Key strategic routes will be provided with joint footpath/cycleway path provision, where appropriate.
10	Swindon Bicycle Users Group	5		That this would include cycle access to all of the schools, including the ones which don't have red dotted lines near them.		Safe routes to schools will form a key part of the Council's planning strategy and will be developed in detail at subsequent design stage(s).
10	Swindon Bicycle Users Group	6		That the roads indicated on the plan should include segregated cycleway provision (see Fig. 2). This would then, for example, provide cycle access to the White Hart Junction and Great Stall Bridge as we believe is intended;		Noted and agreed in principle (either as separate cycleway or as joint use footpath-cycleway paths). Further consultation will be undertaken through detailed delivery to provide a balance of routes for all users.
10	Swindon Bicycle Users Group	7		It would also help ensure that (a choice of) cycle routes are overlooked: this is needed to develop feelings of security.		Agreed. Such detailing will be included and consulted upon through the detailed delivery, and at the design Coding/reserved matters stage(s).
10	Swindon Bicycle Users Group	8		That it would be helpful to develop a draft plan of the actual cycle network envisaged, to provide clarity for parties. BUG is happy to help develop this.		This is the Council's intention and BUG are invited to assist in its preparation along with other stakeholders.



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10	Swindon Bicycle Users Group	9		New link across the railway at footpath 5. We notice that the wording has been changed in the several references to this. It remains our view that this bridge should carry a footpath AND a cycle path.		Point noted. The new link will provide a footpath and a cycle path in line with new development.
10	Swindon Bicycle Users Group	10		Wanborough Road. We note that selected developers are now required to provide cycleway facilities along Wanborough Road. We support this, and would be pleased to help develop or comment on proposed designs at a later stage.		Support noted.
10	Swindon Bicycle Users Group	11		5. It is only for Lotmead and Redlands that developers are required to "Contribution [to] works [at] 1. Kingfisher Drive/Merlin Way 2. Covingham Drive/Merlin Way 3. Merlin Way/A420 Slips (as required through phasing prior to White Hart Works) 4. Kingfisher drive/Dorcan Way 5. Greenbridge Road/Dorcan Way". This may be an editorial error: we believe that all developers should be required to make such		Noted. For consistency the village proformas have been reviewed to reflect this requirement.
10	Swindon Bicycle Users Group	12	13	Table 1 on p13 does not contain all of the items listed in the shared infrastructure needs in the Village Proformas: for example, it misses out Junction 15 Improvements, and Contributions to linkages between development islands. It's rather confusing to have two different lists!		Highway links between the development islands is listed in Table 1. Junction 15 improvements are not included in the list as this is to be informed by the Council's final agreement in respect of the contribution arising from the Commonhead development.

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11	Ainscough Strategic Land	1		The document sets out the preference to pursue a Framework S106 Agreement for the NEV which seeks the equitable distribution of infrastructure costs. However, there is limited detail in respect of this approach and also an acknowledgement at paragraph 4.2 that there are a number of planning applications already under consideration and it is considered that further information in respect of a Framework Agreement needs to be provided.		Noted.
11	Ainscough Strategic Land	2		It should be noted that ASL have significant doubt as to whether a Framework S106 Agreement can be achieved at the New Eastern Villages, and are concerned the time required to pursue such an agreement will have a negative impact on delivery timescales for the allocated development.		The Council consider that in the interests of achieving comprehensive delivery of the NEV and to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.

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11	Ainscough Strategic Land	3		Notwithstanding this, the document does make provision for the strategic development to come forward on the basis of separate planning applications, as being progressed in practice currently which is welcomed. This flexibility is considered appropriate given the potential complexities of planning permissions being predicated on a s106 Framework which would need to be agreed with numerous landowners and developers.		Noted.
11	Ainscough Strategic Land	4		ASL support the recognition that the development should be delivered in broad accordance with the Illustrative Masterplan. This will enable flexibility in the practical application of the Masterplan and should not be viewed as overly prescriptive. This has been considered further, below.		Noted. The accompanying SPD narrative requires development to be carried out in broad accordance with the Masterplan.
11	Ainscough Strategic Land	5		It is recognised that there have been some positive amendments in the latest iteration of the illustrative Masterplan. It is also noted that the Revised Draft SPD recognises the Masterplan as illustrative setting out the broad principles of development, rather than prescriptive detail.		Noted. The accompanying SPD narrative requires development to be carried out in broad accordance with the Masterplan.

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11	Ainscough Strategic Land	6		<p>Housing to west of Wanborough Road access:</p> <p>The inclusion of residential development to the west of the existing access from Wanborough Road to Lotmead Village is welcomed and considered more in tune with the illustrative Masterplan submitted as part of the outline planning applications. Whilst there remains a discrepancy in the extent of the area identified, the principle is recognised as appropriate.</p>		Noted.

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11	Ainscough Strategic Land	7		<p>Primary School Provision:</p> <p>Concerns remain over the distribution of primary schools with provision included for a school at both Lotmead and Lower Lotmead villages. This issue is considered in more detail below in conjunction with the Village Proformas. In brief, the current spatial strategy of primary school distribution as set out on the illustrative Masterplan is not supported by the necessary evidence. It is also inconsistent with evidence presented by ASL in respect of the outline planning applications. As set out, such an approach cannot be currently justified and would be inconsistent with the statutory tests set out at CIL Reg 122, insofar as it would not be necessary or reasonably related to the development proposed.</p>		<p>The Council's evidence base in relation to school place need justifies two school sites. The Masterplan therefore indicates two sites in a spatially logical arrangement. Based on the calculation of pupil yield as set out in the School Place Planning Study, a scheme of 2,600 dwellings would require 3FE primary school places with land provision to permit future expansion.</p> <p>The application proposals show two development "islands" in accordance with the indicative Masterplan as shown in figure 11 of the SBLP. It is estimated that the eastern island (Lower Earls court or Lower Lotmead) could provide about 900 dwellings whilst the western island (Earls court or Lotmead) could provide about 1,700 dwellings. This would be subject to final details.</p> <p>In order to provide for primary education need generated by this application, and to accord with the adopted local plan and the requirements of the comprehensive NEV allocation, an appropriate solution would be to provide two 2FE primary schools with 26 part time place nursery with one school located at Lotmead and one school located</p>

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						<p>at Lower Lotmead. Therefore two school sites would be required. This would cater for the demographic peak of the development.</p> <p>Whilst the provision of a single 3FE school could meet the requirement, such a provision would not be the preferred solution and two sites for two 2FE schools has been requested as outlined above.</p>
11	Ainscough Strategic Land	8		<p>Position of the Sothern Connector Road (SCR):</p> <p>The indicative route of the SCR remains unchanged and is inconsistent with the illustrative Masterplan prepared by ASL in respect of the outline planning applications, albeit it is not considered the differences are substantive. Whilst the general objective of the SCR is appropriate, the Illustrative Masterplan should be amended to reflect the route shown on the ASL Masterplan submitted in May 2015 following extensive pre application discussion with Swindon Borough Council officers.</p>		<p>Noted. No revision considered necessary as detailed alignment will be resolved at reserved matters stage.</p>

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11	Ainscough Strategic Land	9		The primary education strategy set out on the Revised Draft Illustrative Masterplan and within the individual Village Proformas is neither justified in respect of the overall number of forms of entry sought nor the spatial distribution of those schools. There is currently an overly concentrated provision of two schools in close proximity at Lotmead and Lower Lotmead Villages, whereas provision of land only in other localities will result in an absence of provision in village communities elsewhere.		The number of forms of entry and the spatial distribution of schools sought within the Masterplan is justified. As stated above the requirement for 6 x 2FE primary schools is calculated using the published methodology within the School Place Planning Study and are located as centrally as possible to enable access to primary schools fall within the 2 and 3 mile travelling distances.
11	Ainscough Strategic Land	10		The approach and extent of green infrastructure provision sought across the NEV is considered appropriate and an important part of delivering high quality and sustainable new communities. ASL has promoted the incorporation of a substantial area of open space and green infrastructure at the Lotmead Villages.		Noted.

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11	Ainscough Strategic Land	11		<p>However, the exclusion of land required 'to preserve Schedule Monuments and other nationally/regionally important undesignated archaeological sites and their settings in situ' from open space calculations is inappropriate and should be amended. The exclusion of such areas is inconsistent with the NPPF and, whilst it is recognised that such areas should be preserved, this can readily be done with public access in conjunction with appropriate management. The NPPF identifies at paragraph 126 that 'Local Planning Authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment (my emphasis)'. In so doing, they should take into account the 'wider social, cultural, economic and environmental benefits of conservation'. The incorporation of land around the SAM as open space provides the potential to offer a range of social and cultural benefits for future residents and visitors alike in better revealing the heritage asset. It is therefore appropriate to amend the Proforma accordingly.</p>		<p>As stated in the village proformas, land required in order to preserve Scheduled Monuments and other nationally/regionally important undesignated archaeological sites and their settings in situ should not be accounted for as public open space. Public open space should be provided in accordance with the typologies and standards as set out in Policy EN3 of the Local Plan.</p>



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11	Ainscough Strategic Land	12		Representations submitted in May 2016 in respect of the Draft IDP raised concern over how the funding will be apportioned to specific infrastructure items. Whilst it remains that a number of sources have been identified for the funding arrangements of infrastructure, including: developer/s106 and Local Growth Fund, it remains unclear how this would operate in practice.		Point noted, the SPD will be reviewed to make clear the relationship between infrastructure and potential funding arrangements.
11	Ainscough Strategic Land	12		There have been significant increases in the cost of a number of infrastructure items since the previous iteration of the IDP. This could give rise to pressures on the viability of the development. Similarly, the contribution of external sources of funding for major infrastructure elements remains unclear and, in accordance with point 1 above, further information is sought. Notably, the delivery of the SCR is not currently identified for delivery in conjunction with the Local Growth Fund. It is recommended that the IDP is accompanied by an updated Viability Appraisal to cover the NEV area in general.		The SPD seeks to ensure that contributions are secure without undermining the viability and deliverability of the schemes.

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11	Ainscough Strategic Land	13		Helpfully, an example is provided to demonstrate IDP Cost Apportionment in the case where separate applications come forward. However, it is requested that further information is provided to demonstrate the example in more detail. It lacks clarity at present.		SBC will review the apportionment calculation and example.
12	Barberry (Swindon) Ltd	1		Potential capacity to deliver 575 units at Redlands		Noted.
12	Barberry (Swindon) Ltd	2		Imposition of BREEAM standard on proposed village shop and 2FE School would impact upon viability.		There is a policy requirement for non residential development to meet BREEAM Excellent standard.
12	Barberry (Swindon) Ltd	3		We do not consider that there is a need for traffic calming measures to be taken in villages other than Wanborough.		<p>Traffic calming and management schemes are required to minimise "rat-running through existing adjacent villages and east Swindon"; as set out in Policy NC3 of the adopted Local Plan. The existing villages include Wanborough, but are not exclusive to Wanborough.</p> <p>The traffic calming/management scheme is required to address areas further afield than Wanborough, in order to reduce the attractiveness for traffic routing to Junction 14 of the M4 via the villages and as such limited application traffic calming to Wanborough would not materially affect this lengthy route choice.</p>

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12	Barberry (Swindon) Ltd	4		No justification for a community hub		In order to deliver sustainable development at the NEV and in accord with policy, developers will be expected to provide community hub provision. Provision secured will be negotiated through the development management process.
12	Barberry (Swindon) Ltd	5		No evidence that there is archaeology at the site.		The SPD is intended to provide further explanation of policies on the Adopted Local Plan. Delivery of development will be informed by detailed site investigations through the development management process. Such detailed matters are subject to the formal arrangements and procedures at planning application stage.

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12	Barberry (Swindon) Ltd	6		<p>Redlands VP</p> <p>Consider that the GP facility should be provided by the private sector. Local health provision unsure what this refers to if GP facility will be provided.</p> <p>No justification for Adult Social Care.</p> <p>No capital project identified for delivery of library provision.</p> <p>No justification for Great Western Community Forest if providing onsite open space and landscaping.</p> <p>Sports facilities to be analysed and costed before contributions agreed.</p> <p>No evidence for the archaeology / storage solutions</p> <p>No impact to require public art contribution</p> <p>No flood mitigation or SUDs required at Redlands</p> <p>Strongly object to District Housing Network.</p>		The items identified in the IDP are critical to achieving sustainable development at the NEV. Further explanation is provided in the IDP.
12	Barberry (Swindon) Ltd	7		<p>Consider that there are certain items in the IDP that are not necessary and would not meet the CIL tests (203/205 of the framework).</p>		The items identified in the IDP are critical to achieving sustainable development at the NEV. The SPD has been prepared in accord with the CIL Regs as clearly stated in Section 2 of the SPD.

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12	Barberry (Swindon) Ltd	8		The SPD does not make it clear that significant elements of the transport infrastructure are to be funded by Central Govt.		<p>Paragraph 3.5 of the SPD clarifies this point, as stated below:</p> <p>Where funding is to be provided by external bodies for the provision of infrastructure, there will be a provision in the legal agreement between the Council and the landowner/developer providing a mechanism to off-set or pay back the correct proportion of the contribution paid by the landowner/developer towards the same infrastructure as appropriate. It may not be possible to assess this until all the relevant infrastructure has been delivered and comprehensive final costs of delivery are known.</p> <p>Where forward funding has taken place in order to ensure the early provision of infrastructure, the Council will secure section 106 contributions retrospectively with the grant of planning permissions post-dating the provision of such infrastructure so as to reimburse the forward funder(s) of the infrastructure.</p>

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12	Barberry (Swindon) Ltd	9		<p>It would be useful if this paragraph referred to the need to ensure that any request for infrastructure provision complies with the tests set out in the CIL Regs and paras 203 to 205 of the Framework.</p> <p>It is not clear at this stage whether all infrastructure items will meet the Reg 122 / Framework 204 tests.</p>	Para 2.2 and 2.3 should be amended to reflect this.	Section 2 of the SPD clearly sets out the statutory and planning policy context.
12	Barberry (Swindon) Ltd	11		Council will fall foul of pooling restrictions.		<p>As stated in paragraph 2.4 of the SPD, under Regulation 123, the Council will take into consideration the impact of the s106 pooling restriction for planning obligations current at the time of the SPD adoption, when negotiating contributions to be secured by planning obligations. In line with the comprehensive approach required by policy as far as development in the NEV is concerned, the Council will seek from landowners / developers a consortium approach to entering into s106 planning obligations for the purpose of securing equitably and fairly the delivery of infrastructure which is necessary in order for development to go ahead.</p>

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12	Barberry (Swindon) Ltd	12		May not be appropriate or feasible to achieve a framework S106 agreement.		As stated in the SPD (para 2.10), the Council will seek to reach agreement with all parties that have controlling interest in the land at the NEV through a Framework S106 agreement.
12	Barberry (Swindon) Ltd	13		SPD documents should "not be used to add unnecessarily to the financial burdens on development" (para 153 of the Framework)		Noted. The purpose of the SPD is to provide a clear and transparent approach as to how the Council will seek to secure a Framework S106 Agreement to secure the necessary planning obligations to deliver the infrastructure required to achieve sustainable development at the NEV in accordance with the Local Plan.
Page 709	12	Barberry (Swindon) Ltd	14	Tariff style Section 106 agreement does not allow the pooling of contributions for more than five schemes.		The Council will take into consideration the impact of the s106 pooling restriction for planning obligations current at the time of the SPD adoption, when negotiating contributions to be secured by planning obligations.
	12	Barberry (Swindon) Ltd	15	Suggest the following text as consider it may be necessary for the Council to step in to secure access over the third party land.	"Where necessary, the council will use its compulsory purchase powers to secure access and the delivery of any necessary infrastructure to link development areas throughout the NEV".	At para. 3.7, the SPD states when the Council would use its compulsory acquisition powers.

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12	Barberry (Swindon) Ltd	16		It is unlikely that landowners and developers will agree an equalisation procedure amongst themselves. Therefore, it will necessary for developers to agree such a process with the Council whereby 'Credits' are identified for the provision of land for infrastructure items. The agreed value of such land can be used to off-set other contributions to ensure that individual developers are not unfairly burdened by financial requirements and loss of land for the overall NEV project.	Suggest text, please see original representation.	Point noted. The purpose of the SPD is to provide a clear and transparent approach as to how the Council will seek to secure a Framework S106 Agreement to secure the necessary planning obligations to deliver the infrastructure required to achieve sustainable development at the NEV on a fair and equitable basis.
12	Barberry (Swindon) Ltd	17		Concerned that the external funding is not yet in place and will cause cash flow problems for the early phases of development.		Land value, where appropriate will be considered as part of detailed S106 negotiations during the development management process.
12	Barberry (Swindon) Ltd	18		Fourth bullet point under item a) should be removed. It is not possible to secure third party access rights.		The SPD seeks to ensure access across land within the NEV to facilitate the delivery of infrastructure. Where necessary and where it is satisfied that other reasonable avenues have been exhausted, the Council will use its compulsory acquisition powers to acquire land that is required for the timely delivery of necessary infrastructure and/or to unlock development parcels.



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12	Barberry (Swindon) Ltd	19		Many of the items in Table 1 are "wish" items but affect the viability of the project.		The items identified in the IDP are critical to achieving sustainable development at the NEV. Further explanation and supporting text is provided in the final version of the IDP.
12	Barberry (Swindon) Ltd	20		It must be recognised that the items impose a further physical financial cost to each development and this will need to be considered against the overall viability of the NEV.		Noted. The Council has undertaken a number of viability assessments during preparation of the local Plan to support delivery of the NEV. The infrastructure identified is necessary to deliver comprehensive development at the NEV. Section 4 of the SPD provides more information on viability.
12	Barberry (Swindon) Ltd	21		It will necessary for development to raise capital receipts by the sale of a certain amount of housing before infrastructure items can be paid for. This will need to be taken into account when assessing scheme viability.		Noted.
12	Barberry (Swindon) Ltd	22		The system identified by the Council will add further to the costs of implementation of development and this will need to be factored in viability assessments. This should be referred to in the text.		Noted. The purpose of the SPD is to ensure the infrastructure required to deliver sustainable development at the NEV can be achieved.

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12	Barberry (Swindon) Ltd	23		Disagree that the current level of infrastructure requirements is financially viable. Suggest wording which should state that should viability becomes a barrier to development, the Council will negotiate an appropriate S106 package.		The SPD seeks to ensure that contributions are secure without undermining the viability and deliverability of the schemes.
12	Barberry (Swindon) Ltd	24		Detailed comments submitted on some of the infrastructure items set out in the IDP. Please refer to original representation.		The items identified in the IDP are critical to achieving sustainable development at the NEV.
13	Hannick Home and the Peploe Trus	1		Hannick Homes and Peploe Trust have reached agreement and are acting with a common purpose to bring forward land within the NEV, specifically the Green Land and Peploe Land, which together comprise a substantial part of Lotmead Village to the east and Foxbridge Village to the west.		Point noted.
13	Hannick Home and the Peploe Trus	2		Notwithstanding the informative status of the draft Proformas, we consider that the wording must allow sufficient flexibility to aid the timely delivery of appropriate and proportionate infrastructure items contained therein.		Point noted, the village proformas seek to provide a framework to inform what should be provided and is consistent with Policy and the requirements set out in the IDP.

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13	Hannick Home and the Peploe Trus	4		We also acknowledge and support the in realignment (in-part) of the Southern Connector Road (south of Wanborough Road) within Peploe Trust Land. However, insofar the alignment north of the Wanborough Road, as currently proposed, there is no certainty of provision of such a route in the location.		<p>The LPA acknowledges the positive response from Hannick/Peploe (H/P) in co-operating to deliver the SCR and associated development at an early stage.</p> <p>Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only. All affected landowners will be engaged as the alignment becomes more fixed and access arrangements to land will be considered at that stage.</p>
13	Hannick Home and the Peploe Trus	5		As stated, the agreement reached between Hannick Homes and Peploe Trust demonstrates a significant opportunity to deliver a larger part of that connector route which will serve to link the villages to the north and south of the Wanborough Road and to help facilitate onward connectivity to Junction 15 of the M4. The Peploe/Green proposed amendments to the Masterplan that support these representations show how this could be achieved holistically.		<p>The LPA acknowledges the positive response from Hannick/Peploe (H/P) in co-operating to deliver the SCR and associated development at an early stage.</p> <p>Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only. All affected landowners will be engaged as the alignment becomes more fixed and access arrangements to land will be considered at that stage.</p>

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13	Hannick Home and the Peploe Trus	6		It is understood that further consideration of archaeological interests is required in relation to development at the northern edge of Foxbridge Village, which could influence the alignment of the SCR, but critically, our proposals present a real opportunity to deliver a significant part of the SCR wholly within Peploe and Green Land and consequently, this option should be identified on the Masterplan, with context expanded upon as necessary within the 'Transport and Movement' section of the Draft Village Proformas, so as to ensure that this opportunity for delivering a key piece of strategic infrastructure is appropriately identified within the document as an option for delivery.		Noted. The precise position of SCR, as it crosses Wanborough Road, will be dependent on more detailed investigation of constraints (archaeology/heritage assets). County Archaeologist advice, subject to further on-site investigation, is that archaeological assets are likely to mitigate against SCR alignment north of location indicatively shown on the Masterplan.
13	Hannick Home and the Peploe Trus	7		The Local Plan anticipates delivery of Lotmead as part of Phase 2 of the NEV (2019-2024) and Foxbridge as part of Phase 3 the latter part of the Plan period (2021-2026). Therefore, in addition to the provision, in part, of a significant item of NEV infrastructure, its delivery would be instrumental in unlocking part of the allocation which would help bring forward early delivery of homes at both Lotmead and Foxbridge villages and moreover, further development parcels within the central portion of the NEV allocation.		Noted.

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13	Hannick Home and the Peploe Trus	8		Our submission plan also illustrates an alternative access option, comprising two right turn junctions off Wanborough Road. The location of the southern access is consistent with that now shown on the NEV Illustrative Masterplan (July). The northern access presented by our proposals demonstrates a deliverable option that could adequately serve the quantum of development proposed on the Green and Peploe land, in the event that the roundabout scenario is not progressed.		Noted.
13	Hannick Home and the Peploe Trus	9		We also comment that the July Illustrative Masterplan has, in certain locations, reduced development parcels across the NEV more generally. We therefore reiterate the opportunity for both Green and Peploe land to accommodate additional development from that indicatively shown in the July draft NEV Masterplan, in part to assist in the delivery of part of the Southern connector road and to enable sufficient development to ensure that an appropriate level of infrastructure to support a new community.		The extent of development will be determined through the planning application process.

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13	Hannick Home and the Peploe Trus	10		Indicative development parcels are shown on our submitted Masterplan. On the Green Land, north of the Wanborough Road, there is an opportunity to secure additional development land through an approach that seeks the restoration of the flood plain to the Liden Brook. Our submitted Masterplan also illustrates how, albeit indicatively, a connected cycle/rights of way network can still be provided together with sufficient green infrastructure that serve to reinforce distinction between villages.		Noted.
13	Hannick Home and the Peploe Trus	11		Additional development can also be delivered on the Peploe Land, south of Wanborough Road, which supports the indicative pattern of development within Foxbridge Village as currently shown, and highlights further unconstrained areas with development potential.		Noted and accepted in principle subject to further site investigation and refinement of Masterplan proposals at detailed planning stage(s), including assessment and planning of detailed open space requirements in accordance with SBLP 2026.
13	Hannick Home and the Peploe Trus	12		We continue to progress with more detailed design and masterplanning work across the Peploe and Green Land, to further refine development proposals. Noting the approach set out at para 5.5 of the draft SPD that confirms the role that NEV land promoters have to play in refining the draft NEV Masterplan, we request that our comments are taken on board in successive iterations of both the Masterplan, and Draft Village Proformas.		It is anticipated that the SPD will be programmed for adoption in October 2016. The Masterplan will be a material consideration in the determination of planning applications. Individual village development proposals must be in broad accordance with it but fine-tuning of land allocations and masterplanning detail will be acceptable, in principle, subject to justification and formal approval by the LPA.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
14	Capital Land Property Group Ltd an	1		The Swindon New Eastern Villages Draft Planning Obligations SPD and supporting documentation propose a framework S106 mechanism that fails the legal requirements for planning obligations;		The Council consider that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.
14	Capital Land Property Group Ltd an	2		The evidence base is not up to date;		All infrastructure items are evidence based and justified as set out in the IDP.
14	Capital Land Property Group Ltd an	3		The mechanisms are too prescriptive and therefore fail the test of the NPPF.		The Council consider that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.
14	Capital Land Property Group Ltd an	4		The result is that there will be significant delays in the development at the NEV coming forward.		The approach detailed within the SPD seeks to ensure the right infrastructure is delivered in the right place, at the right time.
14	Capital Land Property Group Ltd an	5		Capital Land notes that the revised draft SPD includes two new sections dealing with the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) and economic viability, respectively, with the former repeating paragraph 2.23 of the previous SPD which states that SA and SEA are not necessary as they were produce for the Local Plan.		The section makes it clear that SEA is not necessary for the SPD.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
14	Capital Land Property Group Ltd an	6		Capital Land is concerned with the section dealing with Economic Viability. This states that the infrastructure requirements for the NEV identified within Local Plan have been subject to an independent Financial Viability Assessment that demonstrates that the NEV is deliverable and therefore the viability of individual applications is not expected to be challenged on principle. That Financial Viability Assessment is not available as part of the evidence base to support the SPD and therefore, its assumptions and currency cannot be challenged through this consultation process. This is a failure in transparency which could be significantly prejudicial to emerging development proposals at the NEV.		Section 4, which covers viability has been updated in the SPD.
14	Capital Land Property Group Ltd an	6		Capital Land notes that the revised draft SPD includes two new sections dealing with the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) and economic viability, respectively, with the former repeating paragraph 2.23 of the previous SPD which states that SA and SEA are not necessary as they were produce for the Local Plan.		This is a matter of clarity for the SPD.



Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
14	Capital Land Property Group Ltd an	7		Paragraph 2.4 of the SPD notes the pooling restriction applied by Regulation 123 of the CIL Regulations which prevents contributions being sought from more than five S106 obligations towards any single piece of infrastructure. Given that it is highly likely that the development of the NEV will come forward through more than five planning applications, this is a concern to Capital Land particularly given the level of infrastructure that is proposed for Great Stall East.		As stated in paragraph 2.4 of the SPD, under Regulation 123, the Council will take into consideration the impact of the s106 pooling restriction for planning obligations current at the time of the SPD adoption, when negotiating contributions to be secured by planning obligations. In line with the comprehensive approach required by policy as far as development in the NEV is concerned, the Council will seek from landowners / developers a consortium approach to entering into s106 planning obligations for the purpose of securing equitably and fairly the delivery of infrastructure which is necessary in order for development to go ahead.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
14	Capital Land Property Group Ltd an	8		<p>Whilst Capital Land welcomes and supports the mechanisms set out at paragraph 4.5 with regard to equalising shared on site infrastructure costs such as school sites there is still concern over how this will be implemented particularly in relation to Regulation 123 issues and lack of an overall developer consortium. If, for example, a sixth or seventh planning application was made to deliver elements of the NEV which are not currently controlled by the development industry, it is clear that a proportional contribution to a planning obligation would not meet the Regulation 123 tests and would not be legal. Therefore landowners that are contributing land for shared infrastructure need to be assured that the value of the land will be secured.</p>		<p>The Council consider that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.</p>
14	Capital Land Property Group Ltd an	9		<p>Capital Land welcomes the updates to the village Proformas and IDP and notes that the dwelling capacity of the identified villages is between 8,000 and 8,200 dwellings in line with Local Plan Policy NC3 which identifies the NEV as delivering some 8,000 dwellings by 2026. However this does not reflect the reality of the planning process as it stands.</p>		<p>Noted.</p>

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
14	Capital Land Property Group Ltd an	10		<p>To date, no planning applications for residential development have been permitted. Two applications are awaiting determination (South Marston Expansion and Rowborough and Redlands villages) and the applications dealing with Lotmead Village and Lower Lotmead Village are the subject of planning appeal. These application sites have a dwelling capacity of some 5,350 dwellings.</p> <p>There is no developer control for Upper Lotmead, Great Stall West or Foxbridge villages and these are expected to contribute 2,450 dwellings in the plan period. Therefore the delivery of this level of development at the NEV efficient use of land which is in the control of the development industry.</p> <p>A planning application for Great Stall East is being prepared for submission by Capital Land in early 2017. Given the above, and as part of the application preparation process, Capital Land believes that through efficient land use and minor changes to the Masterplan Great Stall East has potential to deliver:</p> <ul style="list-style-type: none"> <li>☐ over 1,900 dwellings at 40 dwellings to hectare;</li> <li>☐ a minimum 10 FE Secondary School, 16-18 education and 2FE Primary School;</li> </ul>		Noted.

☐ Park and Ride site;  
☐ Local centre;  
☐ Principal Road Network;  
☐ Sports hub; and  
☐ Open space to SBC requirements.

The details of how this can be achieved as set out in the following section dealing with the Revised Draft Masterplan..

14 Capital Land Property Group Ltd an

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This level of development at Great Stall East together with development within current planning applications, therefore has the capacity to deliver well in excess of 7,000 dwellings in the Plan period and thereby avoid the issues of the late delivery of Upper Lotmead, Great Stall West and Foxbridge villages, which seems likely. Therefore, the Proforma for Great Stall East should be amended to include around 1,900 dwellings rather than the 1,100 currently identified.

The number of dwellings will be determined through the detailed planning application stage and assessed against the adopted Swindon Borough Local Plan.

14 Capital Land Property Group Ltd an

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Capital Land is concerned that the sources of information to corroborate the Revised Infrastructure Delivery Plan update have not been published and therefore cannot be verified.

All infrastructure items are evidence based and justified as set out in the IDP.

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14	Capital Land Property Group Ltd an	13		Capital Land notes that 'Proposals for development must be in broad accordance with the Illustrative Masterplan'. Capital Land, as part of the process of preparing a planning application, has considered the efficient use of land to accommodate the level of development and, more importantly for the reasons set out above, whether that can be increased.		The LPA welcomes Capital Land's agreement to enter formal Pre-Application discussions. It is, however, concerned that Capital Land's formally submitted draft Masterplan changes do not reflect some of the positive design aspects discussed as part of initial LPA/developer meetings. Evidence, through the formal pre-application process, will need to justify Capital Land's proposed housing quantum and a number of the spatial/design aspects of its proposals. There is concern that development is proposed (including school playing fields) in flood zone 2 without evidence that this is a) acceptable to the EA and b) feasible in terms of providing playing fields that can be used throughout the year. No amendments are therefore recommended/made to the Masterplan.

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14	Capital Land Property Group Ltd an	14		Capital Land has liaised with SBC and other key stakeholders such as Stagecoach and the Environment Agency. This has resulted in reductions to the area of land in Flood Zone 2 and a 50% reduction in the area required for the Park and Ride facility. Similarly, consideration has been given to the use of land for the enlarged secondary school. In particular, the use of Flood Zone 2 for open space and playing fields which are less vulnerable uses and the Council's recent acceptance of such uses in Flood Zone 2. Provision of all-weather pitch also reduces the area required for sports pitches and shared use facilities. By relocating the education provision and local centre further to the south and east and the park and ride further west it is possible to create a hub of activity and complementary uses in one location adjoining the River Cole corridor and a north south corridor of open space.		This proposal has not been evidenced or confirmed by the Environment Agency to be acceptable. For strategic transport reasons the LHA recommends that the P&R site is located closer to the NEV eastern access. No change is made to the P&R site location.
14	Capital Land Property Group Ltd an	15		In addition, the buffer adjoining Great Stall Middle (The Hub) can be replaced with residential development as noise issues can be mitigated by landscape design and conditions.		Detailed mitigation measures will be considered at the detailed planning application stage and determined in accordance with the adopted Swindon Borough Local Plan.

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14	Capital Land Property Group Ltd an	16		The net results of these changes is to increase the developable area to accommodate around 1,900 dwellings at 40 DPH. The alterations to the Masterplan recommended by Capital Land are attached.		The number of homes will be determined through the detailed planning application stage and assessed against the adopted Swindon Borough Local Plan.
14	Capital Land Property Group Ltd an	17		It is proposed to move the secondary and primary school sites further east for site planning reasons (and because noise impacts from the Hub employment site can be resolved through house type design /landscape design measures).		In principle this localised spatial redistribution of land uses is acceptable and would be considered, subject to detailing, to be in broad accordance with the Masterplan. This matter will be subject to consideration through the ongoing Development Management process.
14	Capital Land Property Group Ltd an	19		Vehicular access proposed to connect Great Stall East with A420 east of the "Hub" Employment site, in addition to the eastern point of access.		There is no evidence to justify the need for this access or to demonstrate its acceptability as an additional highway intervention on the A420.
15	DV4 Properties Swindon Co. Ltd (D	1		In respect of the of the inclusion of the area of land immediately west of the new access being formed to serve Symmetry Park, known as Area C, as part of the District Centre and being suitable for such uses this change is appreciated and supported. Access to this parcel of land has been approved as part of the Reserved Matters approval for the outline consent and the Illustrative Masterplan designation will facilitate a suitable district centre use coming forward to enhance this entrance to the NEV and Symmetry Park.		This inclusion reflects the detail submitted with DB Symmetry's recently approved outline planning permission.

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15	DV4 Properties Swindon Co. Ltd (D	2		It is acknowledged that the district centre uses now includes B8 uses to allow the full quantum of employment uses required by Adopted Local Plan policies to be brought forward. In a similar vein B2 uses should also be added to the list of district centre uses so that Policy NC3 can be implemented consistent with the NEV SPD Illustrative Masterplan. In ensuring such employment uses specifically required by the Local Plan come forward in a form that compliments the mixed-use district centre care will be needed at the development management stage to incorporate these uses in this manner.		Noted and Agreed. B2 (general industry) and B8 (storage or distribution) uses are included in the key as acceptable District Centre uses, subject to being in a location and form that complements the mixed-use District Centre (Policy NC3 refers).
15	DV4 Properties Swindon Co. Ltd (D	3		The Illustrative Masterplan shows large areas of Green Infrastructure around the areas identified for employment use (use Class B2 B8) yet very little Green Infrastructure within the district centre. The area of land within the Symmetry Park application site constrained from development due to the requirement for preservation of archaeology in situ should not be identified as Green Infrastructure. It is land which needs to remain undeveloped to enable the long term preservation of the archaeological remains.		The District Centre zoned land will be developed for a wide range of uses, including residential. A more detailed Design Brief will be prepared for this area and provision of public realm areas, including green open spaces, will be required as part of its overall planning and design.



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15	DV4 Properties Swindon Co. Ltd (D	4		The area of land protected from development (archaeological constraint) within the "Hub" development should not be shown as Green Infrastructure; it is land to remain undeveloped to enable the long term preservation of the archaeological remains.		The land will not be developed and will remain as a green area. It is therefore effectively GI and a visual amenity, albeit that public access may be prohibited, or discouraged, by DB Symmetry.
16	Hannick, Hallam and Taylor Wimpe	1		Principally, HHT consider that a Framework Agreement approach is unrealistic due to the considerable number of landowners and developers who have interests in land and/or development schemes that comprise the NEV allocation. As such we consider it necessary to introduce sufficient flexibility to allow an alternative approach, should it prove unfeasible to introduce a Framework S106 Agreement.		The Council consider that in the interests of delivering that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.
16	Hannick, Hallam and Taylor Wimpe	2		As a consequence HHT has sought, with other developers/landowners (as is evident from the Statement of Consultation that accompanies the Draft SPD), that the SPD be drafted more flexibly to ensure that it is effective and justified.		The purpose of the SPD is to provide a clear and transparent approach as to how the Council will seek to secure a Framework S106 Agreement. This will serve to secure the necessary planning obligations to deliver the infrastructure required to achieve sustainable development at the NEV in accordance with the Local Plan 2026.

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16	Hannick, Hallam and Taylor Wimpey	3		<p>As context to these further representations, HHT enclose as Appendix 1 the observations of Bickley Martin Planning Law in May 2016. Those observations raised issues of principle in relation to approach; viability; mechanisms for review of the SPD and IDP; and use of planning conditions.</p> <p>Whilst it is acknowledged that minor changes have been made in respect of some of these issues e.g. the inclusion of a section on economic viability it is generally the case that little or no change has been made or that the changes do not address the important matters previously raised.</p>		<p>Section 4 of the SPD provides information on viability. The Council has carried out an independent Financial Viability Assessment (FVA) in respect of the costs of infrastructure required as part of the NEV development. The FVA demonstrates that NEV is broadly deliverable with the required level of contributions to the costs of infrastructure as set out in this SPD, subject to assumptions around site specific costs, such as ground works etc. The Council will commit to an annual review of the NEV IDP and publish an updated appendix of costs annually that will remain fixed for the next 12-month period.</p>

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16	Hannick, Hallam and Taylor Wimpe	4		<p>The Framework Agreement is not an expectation or requirement of the Swindon Local Plan and hence amounts to a new policy beyond that set out in the Local Plan. To set out such new policy is contrary to the purposes and role of SPDs. While SPDs do not follow the same processes as Local Plans or other Development Plan Documents, SPDs are expected to assist delivery and not place unnecessary burdens on development (para 153 of the NPPF). They must not create new policy. They should be:</p> <ul style="list-style-type: none"> <li>☐ justified and based on evidence;</li> <li>☐ be effective which includes a need to demonstrate deliverability</li> </ul>		<p>The Council consider that in the interests of delivering that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.</p>
16	Hannick, Hallam and Taylor Wimpe	5		<p>One particular aspect of the need for effective and deliverable guidance in SPDs is the need for flexibility. It isn't deliverable. As such it is likely to impact negatively on the delivery of the NEV. In so doing it places a particular and intractable burden on the development process and development itself in respect of the New Eastern Villages. It does so unnecessarily by not acknowledging the opportunities for flexibility and an effective alternative approach.</p>		<p>The Council consider that in the interests of delivering fair and equitable distribution of the necessary planning obligations, and in the absence of examples of 'alternative mechanism', the Council consider that a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.</p>

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16	Hannick, Hallam and Taylor Wimpe	6		No evidence is offered in the document of the effectiveness of the Council's approach and all of the evidence of the Consultation process is that it will not prove effective. The consultation process amounts to substantive evidence. No evidence is provided in the Statement of Consultation to contradict the concerns expressed by various parties in relation to the previous version of the SPD.	As a result HHT remain of the view that it is important that the SPD is further modified to ensure that the approach adopted allows for flexibility and supports and does not undermine the delivery of the NEV. It needs to allow for alternatives and to recognise that the approach set out by the Borough Council is not the only means by which necessary infrastructure may be delivered.	The infrastructure costs, set out in the IDP, are representative of the Council's most accurate estimation based upon the current evolution of scheme design and specification. These costs will evolve and will be fixed for the purposes of engrossing S106 agreements and as such will necessarily be justified at the point of granting planning permissions.

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16	Hannick, Hallam and Taylor Wimpe	8		<p>Para 2.10 (previously Para 2.19): Given the issues surrounding the deliverability and feasibility of a Framework Agreement Para 2.10 should be modified to provide sufficient flexibility to allow an alternative approach to a Framework S106 Agreement and to reflect the aspiration to achieve a Framework Agreement. Moreover the SPD needs to recognise that a Framework Agreement is not critical to achieving appropriate development as part of the wider NEV through the deletion of the last sentence in the last bullet point of para 2.10. Other alternatives are available to achieve this aim and this also needs to be reflected in this part of the SPD.</p> <p>Whilst the following additional sentence is proposed by HHT to be added to paragraph 2.10 of the SPD, it is also appropriate to add the paragraph after paragraph 4.5 of the present SPD.</p>	Please refer to the original copy of the representation for details of proposed change to the text.	In the interests of delivering fair and equitable distribution of the necessary planning obligations, and in the absence of 'alternative mechanism' examples submitted for consideration, the Council consider that a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.
16	Hannick, Hallam and Taylor Wimpe	9		Suggested changes also to paragraphs 2.4 and 4.3.	Please refer to the original copy of the representation for details of proposed change to the text.	Noted.

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16	Hannick, Hallam and Taylor Wimpe	10		<p>While in paragraph 4.5 the SPD provides for the Council to work with landowners and developers to fix and agree locations and sizes of relevant facilities in the absence of an agreed equalisation process - it goes further by suggesting the need for an agreement of a "precise equalisation procedure". The need for such a procedure remains unrealistic but also unnecessary.</p> <p>The SPD should be amended to provide further flexibility. This should include deletion of the reference in the last sentence of para 4.5: "and agree the precise equalisation procedure at developer cost". The wording should also revert to that in para 3.5 of the previous draft where developers and landowners are encouraged and not required to seek equalisation arrangements. To be required would not be deliverable, effective of sound.</p>	Please refer to the original copy of the representation for details of proposed change to the text.	Para 2.13 of the SPD clearly sets out the Council's approach to equalisation.

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16	Hannick, Hallam and Taylor Wimpe	11		Other consequential amendments to the SPD may also be necessary HHT propose the following amendments for instance to the text at Paragraphs 5.8, 5.12, 5.18 to provide sufficient flexibility to allow an alternative approach to a Framework S106 Agreement. The wording should be amended as follows - to accord with national and local policy and guidance - and ensure effective delivery of the NEV:	Please refer to the original copy of the representation for details of proposed change to the text.	In the interests of delivering fair and equitable distribution of the necessary planning obligations, and in the absence of 'alternative mechanism' examples submitted for consideration, the Council consider that a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.
16	Hannick, Hallam and Taylor Wimpe	12		<p>For reasons stated reference should be made to the need for review of the elements and costs of infrastructure insofar as they are described in the SPD.</p> <p>Moreover, it should be clear that the costs of infrastructure provision or requirements may need to be reviewed specifically in the context of the approval of specific applications.</p>	Suggest the following addition to para 1.8 or 1.11: "The extract of the IDP that relates specifically to the delivery of the NEV has been updated. It is inevitable that certain costs will evolve as new information becomes available including in particular in the context of specific planning applications where the need for, cost and delivery will need to be further considered."	As stated in the SPD, the IDP will be reviewed on an annual basis.

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16	Hannick, Hallam and Taylor Wimpe	15		<p>HHT welcomes the recognition of the need for external funding to support the delivery of the NEV including forward funding as noted in paragraph 4.8.</p> <p>Para 4.8 however is not sound in being prescriptive regarding the retrospective securing of funding to offset external funding. It must be that the circumstances relating to, and need for the offsetting of forward funding will vary on a case by case basis that will include the nature of the infrastructure, the funding, the reliance of phases of development upon it etc.</p> <p>Para 4.8 needs to be amended.</p>	Please refer to the original copy of the representation for details of proposed change to the text.	<p>Noted. Where funding is to be provided by external bodies for the provision of infrastructure, there will be a provision in the legal agreement between the Council and the landowner/developer providing a mechanism to off-set or pay back the correct proportion of the contribution paid by the landowner/developer towards the same infrastructure as appropriate. It may not be possible to assess this until all the relevant infrastructure has been delivered and comprehensive final costs of delivery are known.</p> <p>Where forward funding has taken place in order to ensure the early provision of infrastructure, the Council will secure section 106 contributions retrospectively with the grant of planning permissions post-dating the provision of such infrastructure so as to reimburse the forward funder(s) of the infrastructure.</p>
16	Hannick, Hallam and Taylor Wimpe	16		HHT welcomes the recognition in para 4.9 of the SPD that the costs of delivering infrastructure elements in the SPD will change as more details designs take place and as time moves on. HHT also welcomes the recognition that costs of delivery may well reduce.		Support noted.



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16	Hannick, Hallam and Taylor Wimpe	17		HHT certainly consider that a number of the items in the SPD and Infrastructure Delivery Plan considerably exaggerate the likely costs involved. One reason for doing so may well be the substantial contingency costs. HHT are not however in a position to provide detailed alternative costings of the Council's aspirations.		Costs will be refined through detailed design and the delivery process. As stated in the SPD, the NEV IDP will be subject to an annual review. In the absence of 'alternative mechanism' examples submitted for consideration, the Council consider that a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.
16	Hannick, Hallam and Taylor Wimpe	18		<p>Equally it is not acceptable for the Council to imply as it seeks to do in paragraph 1.13 of the SPD that the IDP prepared by the Council was found to be sound alongside the Local Plan at and following the Local Plan Examination.</p> <p>Whilst the IDP formed part of the evidence base for the Local Plan, at no point was it tested in any detail. The inspectors concerns are set out in the examination documents and in his report - i.e. that he was simply seeking to ensure that there were no showstoppers (see for instance LPA documents CD25.9 and 25.63 on Infrastructure priorities). The IDP was and is a high level document which has not been subject to detailed or independent testing. Indeed the detailed cost breakdown of individual items within the IDP or SPD is not generally available.</p>		It is not the intention of this paragraph to state otherwise. Paragraph 1.13 makes it clear that without a comprehensive and evidence based IDP, the Local Plan would not have been found sound at examination.

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16	Hannick, Hallam and Taylor Wimpey	18		<p>It follows from such circumstances that:</p> <p>It is not reasonable, fair or proportionate to seek contributions based on the figures in the IDP and now SPD;</p> <p>To be fair reasonable and proportionate the detailed justification for each infrastructure item and the costs associated with it will need to be transparent and up to date and fully justified at the point at which planning permission is granted having regard also to the detailed information that forms part of the application proposals</p> <p>It is not fair, reasonable or proportionate to base costs to be included in section 106 agreements on high level figures or in the expectation that there may be some reimbursement of costs not incurred at some future date.</p>		<p>The Council consider that in the interests of delivering that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.</p>

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16	Hannick, Hallam and Taylor Wimpe	19		<p>Landowners will require detailed justification of infrastructure items and costs – including at the time of the grant of planning permission. This will be a necessity before section 106 agreements can be completed. This must be recognised in the SPD.</p> <p>Moreover the costs of infrastructure will be refined having regard to the means by which infrastructure is to be provided and in the light of the more detailed information on mitigation and infrastructure needs and provision that emerges through specific planning applications.</p>	Please refer to the original copy of the representation for details of proposed change to the text.	Noted. The IDP sets out the evidence and justification for each of the infrastructure requirements including the policy background. The Council will commit to an annual review of the NEV IDP costs and publish an updated appendix of costs annually that will remain fixed for the next 12-month period.
16	Hannick, Hallam and Taylor Wimpe	20		<p>The wording at Para 5.3-5.6 now clarify that the Illustrative Masterplan is intended to form part of the SPD.</p> <p>Where both paragraph 5.6 refers to the need for proposals to be in broad accordance with the Illustrative Masterplan, there is also welcome recognition that the master plan may evolve as proposals come forward and further investigations are completed. That includes the implications of possible land contamination at Rowborough.</p>	Please refer to the original copy of the representation for details of proposed change to the text.	Point noted. It is considered unnecessary to add further text to paragraph 5.6 as it already makes it clear that proposed development should be in broad accordance with the Masterplan. Subsequent proposals will be subject to detailed Masterplanning, EIA and Reserved Matters applications.

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16	Hannick, Hallam and Taylor Wimpe	21		<p>Para 5.7 addresses the delivery of infrastructure more generally. Some amendments are necessary to the wording of paragraph 5.7 are necessary including to ensure consistency with national guidance (including the NPPF) and case law. Specifically:</p> <p>☐ direct delivery of infrastructure off site can only be reasonably secured where the land is under the control of the relevant developer or can be secured through a section 278 agreement;</p> <p>☐ the purpose of infrastructure delivery (and obligations) is to ensure that the impacts of development are appropriately mitigated rather than to achieve particular objectives;</p> <p>☐ infrastructure delivery should not jeopardise delivery;</p> <p>☐ development may be enabled on a village by village basis</p> <p>☐ there needs to be a recognition that the potential infrastructure requirements identified in the SPD may be modified (not just added to) in the light of the more detailed considerations, consultation</p>	Please refer to the original copy of the representation for details of proposed change to the text.	The securing of infrastructure through planning obligations must be compliant with the CIL Regs as detailed in Section 2 of the SPD.

and evidence that emerge or take place in the context of planning applications.

16 Hannick, Hallam and Taylor Wimpe

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HHT consider that a number of infrastructure elements should not be included in the schedule of infrastructure requirements. It is fundamental that infrastructure must be sought only where it is necessary to make the development acceptable in planning terms and is fully justified and evidenced.

In particular, HHT would draw attention to the provision of £1.9 million for public art which is not necessary to make the development acceptable. Advice in the Planning Practice Guidance actively deters authorities from seeking such contributions for such reasons.

Table 1 should be amended and reduced to those elements directly related to the NEV and necessary to mitigate the effects of development to those which are acceptable. To this end elements to be deleted from the list include: Public art, Health services, adult social care, District Heating Network. This would not necessarily be an exhaustive list.

Policy DE1 sets out a requirement for the delivery of public art, recognising its significant contribution that can be made to the public realm and street scene. The recently adopted Swindon Residential Design Guide (June 2016) supports this approach.

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HHT also consider that Adult Social Care and Health Facilities should not form part of the infrastructure requirements for the NEV. Insofar as need arises then this is to be delivered not through section 106 implications but through alternative and existing funding streams making contributions from the NEV unnecessary. Equally, no evidence is provided for the need for such facilities (having regard to existing provision and means of delivery and procurement).

In accord with adopted policy, there is evidence to support the requirement for the proposed health facilities and Adult Social Care at the NEV provided which has been provided by the respective service areas.

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16	Hannick, Hallam and Taylor Wimpe	25		<p>The District Heating requirement is not a matter of policy requirement. It is not deliverable in technical or financial terms and it is not required to make the development acceptable. It is certainly not evidenced in the documentation.</p> <p>There is also a query as to whether the Leisure Sports Facility overlaps with the hubs.</p>		Policy NC3 sets out the requirement for the provision of a District Heating Network.
16	Hannick, Hallam and Taylor Wimpe	26		<p>Third if some of the elements of the infrastructure such as the Southern Connector Road are included in the list of infrastructure requirements across the NEV then it is apparent that other elements of infrastructure should also be included within the schedule of infrastructure.</p> <p>One such item to be included in the list would be the provision of an under-bridge to the north of the A420 to Rowborough. This should be added to the list or the requirement for aspect of infrastructure that relate to particular parts of the site - e.g. Southern Connector Road.</p>		The railway underbridge serving Rowborough represents direct development access and is therefore not subject to NEV wide contribution as strategic infrastructure. The underbridge will however be secured against the delivery of the Rowborough Development, subject to an agreed trigger.

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16	Hannick, Hallam and Taylor Wimpe	27		<p>HHT consider that the specific "Estimated Capital costs" may be better deleted as per the previous iteration of the SPD. On the one hand the costs associated with a number of elements appear particularly excessive and for which there is no transparent and assessed justification.</p> <p>Examples include: the costs of the modified White Hart proposals; the southern connector Road, Adult Social Care; Nature Reserve; Major Open Space. There are others but these are perhaps the largest. More to the point it is essential that each item is fully justified (including in terms of cost) at the point of granting planning permissions (as is discussed in the representations above).</p>		<p>The Infrastructure Delivery Costs, as set out in the SPD, are representative of SBC's most accurate estimation based upon the current evolution of scheme design and specification. These costs will evolve and will be fixed for the purposes of engrossing S106 agreements and as such will necessarily be justified at the point of granting planning permissions.</p>
16	Hannick, Hallam and Taylor Wimpe	28		<p>The requirement for Major Open Space and Nature reserve will need to be reviewed in the light of the provision for green infrastructure being delivered in each village including through the village proformas. It is unclear that such items should be included in Table 1 given the provision on a site specific basis through the villages. Likewise allotments.</p>		<p>Major Open Space and GI policy requirement is set out in the adopted Local Plan and will be further detailed in the emerging GI Strategy for the NEV. The balance of on-site and off-site provision will be further considered at the during the development management process.</p>

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16	Hannick, Hallam and Taylor Wimpey	29		<p>Whether the cost information is retained in Table 1 or not if it remains then this must be appropriately caveated as suggested elsewhere and as follows:</p> <p>The NEV IDP Update provides revised information on the most up-to-date and available costs of the NEV infrastructure. Nevertheless the Council recognises that such costs remain of a relatively high nature. In circumstances where the projects move forward to final design and procurement stage the cost of delivery will become clearer and fixed.</p> <p>Moreover the costs of infrastructure will be refined having regard to the means by which infrastructure is to be provided and in the light of the more detailed information on mitigation and infrastructure needs and provision that emerges through specific planning applications.</p> <p>The Council understands that for contributions to be reasonable, fair and proportionate, and directly related to development, it will be necessary for the infrastructure items and the costs associated with each item to be transparent and fully costed and justified and for this to have been completed at the time of</p>		<p>Table 1 detailed in the SPD has been amended to exclude cost information. The SPD states clearly that the IDP will be reviewed on an annual basis which will be subject to public consultation. In instances where new or updated information becomes available from relevant Government or Council service areas that update project costs, current use values or cost indicators, the Council will amend the IDP. This is to ensure that contributions payable to the Council reflect the actual current costs of infrastructure.</p> <p>The provision of open space and green infrastructure is clearly set out in Policy NC3 and EN3 of the adopted Local Plan.</p>



granting planning permission. This will be necessary for landowners to enter into section 106 agreements. It will also need to take account of external sources of funding.

Given the provision for green infrastructure in the villages (very extensive in South Marston and Rowborough for instance) HHT consider that the proposals for major open space and nature reserve should be removed from the list in Schedule 1 or at least substantially revisited.

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The reference in Table 1 to the New Link across the railway at Footpath 5 should be corrected to an improved link across the railway. The same reference should be deleted from Table 2 where it is duplicated.

Point noted, however it is not considered necessary to review the reference to this item of infrastructure.

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16	Hannick, Hallam and Taylor Wimpe	31		<p>Paragraph 5.11 draws a distinction between shared infrastructure (presumably Table 1) and local infrastructure (presumably Table 2 and the village proformas). The means by which such provision is ensured will depend on the mechanism adopted – and must for the reasons set out above allow flexibility in the approach to be adopted.</p> <p>For this specific and important purpose, paragraph 5.11 should be amended with the addition of the following important clarification:</p> <p>“For the avoidance of doubt, the way in which shared infrastructure is delivered, and indeed what is shared infrastructure, will depend on the nature of the S106 mechanism used. For example, a Framework S106 Agreement entered into by all parties with a controlling interest in the NEV will allow infrastructure to be shared by all of the parties where appropriate. However, where an alternative solution is progressed then some of the shared items included in Table 1, may be delivered by particular villages and some of the items may be delivered by a group, but not all of the villages”.</p>		Noted.

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16	Hannick, Hallam and Taylor Wimpe	32		The wording at Para 1.11 of the Draft SPD suggests that the Proformas and IDP form part of the Draft SPD. HHT therefore consider that this should be made explicit at Para 4.13 that the proformas do not form part of the SPD but are informative to help guide the delivery of the infrastructure associated with each village and the establishment at the point of permission of robust justifications for infrastructure elements and costs.	Add additional sentences to para 1.11: For the avoidance of doubt the infrastructure referred to as the Village proforma and IDP do not form part of the SPD but are informative to help guide the delivery of infrastructure. The requirements set out in the proforma will in any event be considered in the light of updated information and evidence including that in relation to viability and/or deliverability and in the context of individual	The village proformas, IDP and the Masterplan form part of the SPD.

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16	Hannick, Hallam and Taylor Wimpey	33		<p>Policy HA2: Affordable Housing</p> <p>The wording in the first bullet point in para 2.21 does not accurately reflect Policy HA2. It reads as though the delivery of off-site provision may be subject to viability assessment whereas the actual policy makes it clear that the 30% target is subject to viability. So it might be worth considering amending the wording to read:</p> <p>Policy HA2: Affordable Housing. This policy requires all developments of 15 homes or more or on sites larger than 0.5 hectares, and subject to economic viability, to deliver a target of 30% affordable homes on site, or where it can be demonstrated as appropriate, a proportionate contribution can be provided towards affordable homes off site provision.</p>		The policy approach detailed is consistent with the adopted Local Plan.

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16	Hannick, Hallam and Taylor Wimpey	34		<p>Framework Agreement – Our view is that the Framework Agreement approach is unrealistic and there must be considerable doubt as to whether it is workable due to the large number of landowners and developers, some of whom are promoting development schemes and some of whom are not. The same concerns apply to the proposal to agree an equalisation procedure (ref: para 3.5).</p> <p>Our response to the draft SPD consultation sets out specific amendments to the SPD with a view to introducing sufficient flexibility to allow an alternative approach, if it proves unfeasible to secure a Framework S106 Agreement. This proposed flexibility should be introduced into the wording of the SPD in order to avoid the SPD being overly narrow and restrictive in this respect.</p>		The Council consider that in the interests of delivering that to ensure a fair and equitable distribution of the necessary planning obligations, a framework Section 106 Agreement will ensure the effective delivery and maintenance of the required infrastructure.

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16	Hannick, Hallam and Taylor Wimpey	35		<p>HHT are concerned viability is not covered in the SPD in a clear way. In our view it should be made clear that viability assessments may have a role in defining the S106 packages for the NEV. There are some references to viability in the draft SPD which suggest that this is the case - see the general reference in para 5.2 and the more specific references in relation to the affordable housing being subject to economic viability assessment (para 2.17), and triggers for delivery of infrastructure not jeopardising the viability of development (para 2.19). In our view these comments are not sufficiently clear and the SPD should expressly make it clear that the inclusion of certain items in the S106 package may be subject to viability:</p> <p>For example, items required as part of the sustainability agenda (e.g.. district heating) may be stretching the overall viability of the sites and should be qualified to make it clear that this may depend in viability.</p>		The viability section of the SPD has been reviewed to improve clarity.

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16	Hannick, Hallam and Taylor Wimpe	36		<p>Use of Planning Conditions - this is only mentioned twice: in a general sense in para 2.17 and then specifically in para 4.15 in the context of on-site infrastructure. Consideration should be given as to whether this reference is expanded or whether the document makes a specific reference to planning conditions being used, especially in the context of an alternative approach to a Framework S106 Agreement being adopted. At the very least the reference in para 4.15 should not be limited to "on site infrastructure" as conditions could be used to deliver off site infrastructure where the relevant off site land is either highway or under the control of the relevant developers - the easiest example is off site highways which may be delivered by a combination of planning condition and S278 agreement.</p>		<p>Conditions and S278 will be used where appropriate. The SPD will be reviewed to address this.</p>

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16	Hannick, Hallam and Taylor Wimpe	37		<p>Some thought about how the document may change or be reviewed going forward is required. The IDP (March 2014) includes at Para 5.5 the following text: “Furthermore, where necessary, the Council will replace adopted guidance with Supplementary Planning Document(s), incorporating a review mechanism to ensure that they remain fit for purpose throughout the timescale of the Local Plan. So two points arise:</p> <p>☐ Consideration should be given as to whether the SPD needs a review mechanism to allow flexibility on detailed points such as Table 1 in para 4.19. This would appear to be sensible as the table may well be subject to change.</p> <p>☐ Para 4.13 should make it clear that the list of infrastructure referred to as the Village Pro Forma do not form part of the SPD and that such lists are flexible and will be subject to review.</p>		Point noted, the SPD has been updated to make clear that substantive changes will result in a comprehensive review and will be subject to public consultation. As stated at paragraph 1.11, the SPD comprises of the Masterplan (which provides further explanation to Figure 11 of the Local Plan), the NEV IDP and Village Proformas in order to provide a robust framework.
16	Hannick, Hallam and Taylor Wimpe	38		Track change document submitted and detailed comments made with regards to the South Marston and Rowborough village proformas. Please refer to original for more details.		Noted.



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16	Hannick, Hallam and Taylor Wimpe	39		HHT is conscious of discussions (and agreement in principle) in relation to the expansion of the existing primary school. Were the expansion of the existing school not to take place, an alternative school site would be required. HHT's possible alternative site on its land should be reflected on the Masterplan as is the case with the present planning application.		Noted. The LPA accepts that an alternative school site would be needed if agreement with the Parish Council was not reached over the use of part of the Recreation Ground (with associated provision of compensatory land). However, agreement in principle has been reached and the inclusion of an inset plan is not considered necessary.
16	Hannick, Hallam and Taylor Wimpe	40		Were a school site to be required on HHT land, an equivalent area of residential land would need to be brought forward (as included in the HHT planning application). It is appropriate that such additional parcels are annotated as alternative parcels or within an inset.		Noted. The principle of "equivalent area of residential land provision" is accepted in the event of the school being built on HHT land. The inclusion of an inset plan is not considered
16	Hannick, Hallam and Taylor Wimpe	41		HHT advise upon completion of present discussions that any very minor amendments relating to residential parcels adjacent to the hotel site be addressed and that a small area of like for like compensatory provision is made.		Minor revisions have been made to the Masterplan to cover this point.
16	Hannick, Hallam and Taylor Wimpe	42		HHT proposes minor amendment to the Rowborough employment zone adjacent to the A420.		Accepted and smaller employment zone is depicted on the Masterplan.

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16	Hannick, Hallam and Taylor Wimpe	43		HHT proposes a marginally more centralised location for the village centre at South Marston.		Noted. The Masterplan sites the Village Centre slightly further to the east on land owned by the Parish Council. It is accepted that the village centre could be sited further to the west if agreement with the Parish Council is not reached.
16	Hannick, Hallam and Taylor Wimpe	44		Generally welcome the alignment of the primary street within the expanded South Marston village, as shown on the revised illustrative Masterplan.		Point noted.
16	Hannick, Hallam and Taylor Wimpe	45		HHT continues to regard the provision of a second access onto Old Vicarage Lane to be an important part of the Rowborough access strategy. The Technical Note provides a full justification for its provision.		No objection is raised to a second vehicular access linking Rowborough with Old Vicarage Lane, subject to full technical assessment to demonstrate that a street or lane, with a simple priority junction and appropriate detailing of character, alignment and width, works in transport terms (current HHT justification is incomplete).

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17	Highways England	1		Highways England provided formal comments dated 3 May 2016 in respect of the earlier draft SPD, which outlined our position in respect of the inclusion, or otherwise, of SRN infrastructure required to ensure the cumulative impact of the NEV development would not be severe. In particular, we outlined that in light of the evidence base demonstrating that the NEV development generates a severe impact on the A419T White Hart Junction and M4 Junction 15, Highways England would encourage you to include the respective improvement schemes as a key strategic shared infrastructure requirement for the NEV development site (Table 1). Having reviewed the proposed revised SPD, I note that reference to M4 J15 has not been included in this revision. This is disappointing given the importance of SRN infrastructure to the timely delivery of the development.		Junction 15 works are included in each of the Village Proformas as part of the strategic highway package.
17	Highways England	2		On the basis of the above, our comments dated 3 May 2016 remain extant and I would strongly recommend that we continue to engage proactively in respect of NEV and the SRN infrastructure requirements to ensure that appropriate funding and delivery mechanisms are identified which facilitate the delivery of the NEV development.		Agreed.

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17	Highways England	18		The Park & Ride site is relocated closer to the village centre/education provision to create a hub of activity and complementary uses in location.		For strategic transport reasons the LHA recommends that the P&R site is located closer to the NEV eastern access. No change is made to the P&R site location.

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18	Network Rail	1		<p>Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions to fund such improvements.</p> <p>The likely impact and level of improvements required will be specific to each station and each development meaning standard charges and formulae may not be appropriate. Therefore in order to fully assess the potential impacts, and the level of developer contribution required, it is essential that where a Transport Assessment is submitted in support of a site allocation or planning application that this quantifies in detail the likely impact on the rail network.</p> <p>To ensure that developer contributions can deliver appropriate improvements to the rail network we would recommend that Developer Contributions should include provisions for rail.</p>	<p>A requirement for development contributions to deliver improvements to the rail network where appropriate.</p> <p>A requirement for Transport Assessments to take cognisance of impacts to existing rail infrastructure to allow any necessary developer contributions towards rail to be calculated.</p> <p>A commitment to consult Network Rail where development may impact on the rail network and may require rail infrastructure improvements. In order to be reasonable these improvements would be restricted to a local level and would be necessary to make the development acceptable. We would not seek contributions towards major enhancement projects which are already programmed as part of Network Rail's remit.</p>	<p>The rail network accommodates strategic level trips of a regional function and would be implicated by development and natural growth, more far reaching than that simply applied by the NEV. In this regard, such contributions should be sought by CIL 123 list arrangements rather than via S106, which may prejudice such wider contributions.</p>

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18	Network Rail	2	2	“Network have several vulnerable earthwork assets comprising soil cuttings and embankments through the proposed development zone and the geology in the area is sensitive to changes in moisture content whereby introduction of surface or groundwater on our assets could have detrimental effects leading to instability. We need to be consulted on all plans for future development including drainage, road works and other infrastructure.”	<p>No soakaways, attenuation tanks etc. shall be located within 20m of NR boundary (SUDS is stated in admin)</p> <p>All Surface / foul water to be discharged into Public Sewer</p> <p>Ground levels – If altered to be such that surface water runoff flows away from the railway</p>	Noted, as a statutory consultee, Network Rail will be consulted upon all development proposals at the NEV. There are limited foul sewers and no surface water sewers in the development areas.
19	The Woodland Trust	1		We are pleased to see the references to open space and the Great Western Community Forest		Support noted.
19	The Woodland Trust	2		We would still like to see a specific reference to the need to make provision for trees and woods as a key element of green infrastructure to the south of the Eastern Villages site, particularly linking into the Woodland Trust’s Warneage Wood, north of Wanborough.		There is in place an approved borough wide GI Strategy and together with Great Western Community Forest policies within the Local Plan enable funding for current project delivery in SBC including adjacent areas to the NEV. The bespoke GI Strategy for the NEV will look further into the need for off-site mitigation, access and models for delivery.
19	The Woodland Trust	3		The Woodland Trust believes that woodland creation is especially important because of the unique ability of woodland to deliver across a wide range of benefits.		Noted, embraced within GWCF policy and no doubt will be amplified in the emerging GI Strategy.

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19	The Woodland Trust	4		We also consider that the Council has a statutory duty to protect trees and promote tree planting in an Open Space Study.		SBC exercises protection of trees through the planning process, TPO's and Conservation Area designation. Local Plan policies, the Borough wide GI Strategy, GWCF policy and the emerging NEV GI Strategy will ensure appropriate tree planting in both open space and built areas.
19	The Woodland Trust	5		We would therefore like to see this SPD include a specific reference for provision for woods and trees as a key element under the 'Major Open Space', 'Local Open Space' and 'Great Western Community Forest' headings of Table 1.		SBC exercises protection of trees through the planning process, TPO's and Conservation Area designation. Local Plan policies, the Borough wide GI Strategy, GWCF policy and the emerging NEV GI Strategy will ensure appropriate tree planting in both open space and built areas.
19	The Woodland Trust	7		We would like to see the 'Infrastructure Requirements' include appropriate development mitigation costs and obligations in order to comply with Paragraph 109 of the Governments National Planning Policy Framework ((DCLG, March 2012) on protecting biodiversity.		The village proformas specifies biodiversity requirements, as set out in Policy EN4.

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19	The Woodland Trust	8		As previously requested, we would like to see a specific reference in this document to a clear obligation for developer contributions to be levied to compensate for increased management costs and also to mitigate the habitat disturbance likely to affect Warneage Wood and other green infrastructure assets located in the 'Indicative Non-Coalescence Area' almost on the boundary of the proposed 2,000 homes (2021/22-2025/26) development. This is required under Policy IN1: Infrastructure provision, as also set out in paragraph 4.217, of the adopted Swindon Borough Local Plan 2026.		There is in place an approved borough wide GI Strategy and together with Great Western Community Forest policies within the Local Plan enable funding for current project delivery in SBC including adjacent areas to the NEV. The bespoke GI Strategy for the NEV will look further into the need for off-site mitigation, access and models for delivery.
19	The Woodland Trust	9		To the west of Marsh Farm is a large population of ancient, veteran and notable trees already recorded on the Ancient Tree Inventory. It is certain that there would be some loss and certain damage of a number of these trees if a road was to be constructed in their vicinity.		Will need to refer to the Tree officer, not aware of the details. Canal alignment perhaps equally a risk. Support the principle of veteran tree preservation but there is of course the balance of necessity with the road and what is possible in alignment. The delivery of the road no doubt has involved consultants and necessary surveys to guide the road alignment.



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19	The Woodland Trust	10		Due to the significant concentration of large, notable and veteran trees in the area, the veteran trees likely to be damaged or lost provide some of the closest potential replacement habitat for any rare species associated with decaying wood habitat, aging bark and old root systems. The larger the concentration of old trees in an area and the longer they have been present on site the richer the variety of species you will find among them. For this reason it is essential that no trees displaying ancient/veteran characteristics are lost as part of the development.		Will need to refer to the Tree officer, not aware of the details. Canal alignment perhaps equally a risk. Support the principle of veteran tree preservation but there is of course the balance of necessity with the road and what is possible in alignment. The delivery of the road no doubt has involved consultants and necessary surveys to guide the road alignment.
19	The Woodland Trust	11		The Ancient Tree Forum (ATF) and the Woodland Trust would like to see all such trees recognised as historical, cultural and wildlife monuments scheduled under TPOs and highlighted in plans so they are properly valued in planning decision-making. There is also a need for policies ensuring good management of ancient trees, the development of a succession of future ancient trees through new street tree planting and new wood pasture creation, and to raise awareness and understanding of the value and importance of ancient trees. The Ancient Tree Hunt ( <a href="http://www.ancient-tree-hunt.org.uk/">http://www.ancient-tree-hunt.org.uk/</a> ) is designed specifically for this purpose.		Noted for consideration by SBC tree officer, there are TPO's in place west of Marsh Farm.

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19	The Woodland Trust	12		The Woodland Trust is strongly opposed to any development that would result in the damage or destruction of ancient and veteran trees. It is apparent that development of this area, particularly the positioning of a Southern Connection Road, could be devastating to the local population of ancient trees. Appropriate financial provision under 'Infrastructure Requirements' needs to be made for both an arboricultural survey and resultant buffering protection as part of future green infrastructure provision and must be specifically highlighted in this Planning Obligations document.		Will need to refer to the Tree officer, not aware of the details. Canal alignment perhaps equally a risk. Support the principle of veteran tree preservation but there is of course the balance of necessity with the road and what is possible in alignment. The delivery of the road no doubt has involved consultants and necessary surveys to guide the road alignment.
20	Sainsbury's Supermarket Ltd	1		The Sainsbury's store and district centre have important roles to play in containing newly generated trips within the NEV		Point noted.
20	Sainsbury's Supermarket Ltd	2		We support the change to the revised draft illustrative Masterplan which now clearly includes the existing Sainsbury's store within the designated District Centre.		Support noted.
20	Sainsbury's Supermarket Ltd	3		The New Eastern Villages includes A420 highway junction improvements. We wish to reiterate our previous comments that these improvements would need to be robustly demonstrated that they would not be detrimental to the operation of the existing Sainsbury's store or the future district centre.		Agreed. This will be done as the designs evolve.

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21	Forestry Commission	1		We welcome the integration of green infrastructure, community forest, open space, nature areas into infrastructure as a whole. Too often green infrastructure is an afterthought and is inadequately budgeted and programmed.		Support noted. In accordance with policy, development at the NEV will seek to secure an extensive green infrastructure network as an integral part of development.

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21	Forestry Commission	1		<p>Constructing a programme of planning obligations within the SPD that allows for an allocation of off site infrastructure requirements is required to ensure that Nightingale Wood is able to form part of a sustainable green infrastructure network that can enhance development.</p> <p>Development will inevitably lead to an increase in the use of the Nightingale Wood for informal recreation and potentially associated anti-social activity such as dog fouling, illegal motorbike access, fly tipping and littering. Whilst the Forestry Commission encourage and welcome informal recreational use of the forest, we are not resourced to respond to the additional capital and revenue costs that would directly result from a development of this significant scale without an allocation through a planning obligation for S106.</p> <p>As a public body we are required to consider the 'Protected Groups' that may access our woodlands through Equality Analysis, and undertaken an analysis of the 'Protected Groups' that may reside within the proposed development and identify specific provisions that the Forestry Commission would need to consider. This again should form part of the</p>	<p>Planning obligations within the SPD should include for consideration; the creation and maintenance of new waymarked footpaths (to manage access), provision of dog bins, interpretation, vehicular access prevention measures, community volunteer groups and recreation development plans.</p>	<p>Support noted. The emerging GI strategy will highlight and comment on mitigation for existing assets including Nightingale Wood</p> <p>There is a Borough wide GI Strategy and together with Great Western Community Forest policies within the Local Plan enable funding for current project delivery in SBC including adjacent areas to the NEV. The bespoke emerging GI Strategy for the NEV will look further into the need for off-site mitigation, access and models for delivery.</p> <p>A DIA has been undertaken to ensure that the NEV Planning Obligations SPD will seek to promote inclusive communities and provide opportunities which are as accessible as possible for as many people as possible.</p>

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				planning obligations within the SPD.		
21	Forestry Commission	2		We welcome the reference to the need to mitigate the impact of development on existing infrastructure. A case in point may be the impact of increased use (and potential abuse) of Nightingale Wood. This wood is part of the Public Forest Estate and the Great Western Community Forest. There is a need ensure the allocation of sufficient infrastructure funding to mitigate the effects of the plan on the wood and other existing green infrastructure provision.		Support noted.
21	Forestry Commission	3		<p>It is unclear how off site infrastructure will be secured by an 'other appropriate mechanism'. The risk is that offsite infrastructure (particularly tree and woodland planting in relation to the Community Forest) may get lower priority if mechanisms are not clear and transparent. Other mechanisms might include novel funding schemes, partnerships with delivery organisations, lease back arrangements.</p> <p>We welcome the securing of public</p>		There is in place an approved borough wide GI Strategy and together with Great Western Community Forest policies within the Local Plan enable funding for current project delivery in SBC including adjacent areas to the NEV. The bespoke GI Strategy for the NEV will look further into the need for off-site mitigation, access and models for delivery.
21	Forestry Commission	4		Table 1 We welcome this approach and the clear estimates of likely costs.		Support noted.

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21	Forestry Commission	5		Tree and woodland planting as part of green infrastructure is a key part of front loaded delivery. Structural planting, using smaller, cheaper trees will be more effective short term and more robust long term than planting fewer, expensive and more vulnerable large specimens. Where structural planting is identified, we would urge that planting is undertaken as soon as possible to the benefit of the early phases of development and the quality of life of first phase home buyers.		The need and opportunities for early woodland planting will be considered in the GI Strategy and in more detail in the assessment of detailed applications.
21	Forestry Commission	6		Appendix B We welcome the green infrastructure network connecting to Nightingale Wood. It is important that the red line of the development area is transparent in terms of linkages and corridors to the land beyond.		This will be considered in the GI Strategy and discussions with developers of adjacent housing ensuring linkage and access.
21	Forestry Commission	7		<p>South Marston</p> <p>We note the provision of on-site GWCF planting schemes for on-site green infrastructure but contrast this to variance in other Village Proformas where combinations of on site and/or off-site planting are proposed. Is this variance intentional i.e. reflecting local circumstances, or is there a potential inconsistency?</p>		Point noted, for consistency the village proformas have been reviewed to ensure opportunities to secure on and off site tree planting can be maximised.

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21	Forestry Commission	8		<p>Rowborough</p> <p>We welcome the need to set back housing parcels from the edge of Nightingale Wood. Close proximity can lead to multiple access from dwellings, fly tipping and complaints about shade/ leaf drop etc. It is far better to anticipate this through set back at the layout stage. This approach may be relevant in other development areas adjacent to existing woodland. Note comment on 2.20 above.</p> <p>We welcome the extensive GI network connecting with Nightingale Wood (note comment on 2.20 above).</p> <p>Here GWCF planting is stated as off-site (see above).</p>		Support noted.
21	Forestry Commission	9		<p>Welcome policy reference DE2 District Heating Network. This will help encourage locally grown and sourced wood for heat.</p>		Point noted.
21	Forestry Commission	10		<p>The SPD is very difficult document to use in order to understand the changes e.g. green infrastructure/ planting that are proposed. A single plan with so many layers makes changes difficult to find.</p>		Point noted.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
21	Forestry Commission	11		<p>Climate change and pests and diseases are very likely to have long term effects on green infrastructure, in particular water management, tree and plant health and maintenance regimes. It would be helpful to reference resilience as an underlying theme for the natural capital of the area and for the long term delivery of ecosystem services.</p> <p>The NEV SPD has the potential to deliver positive change and a high quality of life for the new communities. The new tree and woodland planting will coalesce with future and existing tree cover, creating an urban forest which will be an essential element of green infrastructure. A vision for urban forests has been created by England's Forestry and Woodland Advisory Committees. The vision and its supporting evidence make a strong case for the Urban Forest as critical infrastructure and I am sure it will be helpful in formulating the detailed delivery of both the NEV and Swindon as a whole.</p>		<p>Green Infrastructure has a large part to play in Climate Change resilience but for the NEV is part of an overall master plan that looks at the disposition of both natural and built elements. Each in their detail design and layout should meet this aim. This accords with the principles of Policy SD1 in the Local Plan and reference could be made to that.</p>
21	Forestry Commission	12		<p>Any development adjacent to Nightingale Wood will need to maintain a buffer to protect the woodland habitat. Avoid garden boundaries directly abutting the woodland to prevent fly-tipping.</p>		<p>Noted. Design Coding and Reserved Matters applications will be carefully considered to address this important concern.</p>



Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
22	The Ramblers	1	1	The failure of the Masterplan to distinguish between footpaths, bridleways and cycle tracks is inadequate as a means of planning the future rights of way network. A map should be produced which shows not only the proposed status of each route but also distinguishes between: existing paths retaining current status/alignment; existing paths proposed for upgrade/diversion/extinguishment; proposed new paths. It would still be helpful to have a map showing these distinctions.		The reduction in costs in the IDP reflects new ramps only, rather than the bridge as a whole which was previously included.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
22	The Ramblers	2	1	<p>We are pleased to see within the Infrastructure Delivery Plan a requirement for Network Rail to fund an overbridge to carry the existing FP 5 South Marston over the railway, upgraded to be fully accessible to all users, at a cost of £1.5m. We understand from Martin Fry, Rights of Way Manager, that Network Rail are currently proposing a much cheaper bridge with steps. That would not be acceptable.</p> <p>We note that the revised IDP shows a reduction in s.106 contributions required from developers from £1.5m to £1m. We hope this does not indicate a poorer quality/less accessible bridge. The proposed diversion of FP 6, where the existing rail crossing is to be closed, to run parallel with the railway to join FP 5 is not shown on the Masterplan and should be added. We welcome the diversion of FP 5 around South Marston Farm.</p>		Noted.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
22	The Ramblers	3	1	<p>No safe route across the A420 is shown for residents of Rowborough. This is unacceptable. The existing south-eastern section of South Marston FP1, which passes under the railway, is not shown on the Masterplan.</p> <p>We welcome the fact that FP 1 is now shown as crossing the A420 but it is unclear how this will be made safe. The area immediately north of the railway through which FP 1 passes is to remain as green space so we do not understand why FP 1 is shown as being diverted around the edge of this on a more circuitous route. Why is this section of path not being retained on its existing alignment? We note that an additional path from Rowborough between Old Vicarage Lane and FP 1 is also now shown; it is unclear how this will cross the railway.</p>		<p>Crossing points on the A420 are being reviewed as part of the planning application process for local development.</p> <p>The perceived diversion of FP1 reflects the application proposals and will necessitate a formal consulted diversion. Notwithstanding this, the area diverted around may form playing pitches where accessibility will not be obstructed.</p> <p>Between Old Vicarage Lane and Acord Bridges, all railway crossings will be achieved via use of the existing accommodation tunnels upon agreement with Network Rail.</p>
22	The Ramblers	4	1	<p>The southern end of the bridleway leading to Roves Lane, which currently ends at the A420 west of Acorn Bridge, is shown as crossing the A420 but no information is provided as to how this crossing will be made safe. It is not shown on the A420 Improvements map which was displayed at the public exhibition at Wanborough before Easter. Still unclear how road crossing will be made safe.</p>		<p>Crossing points on the A420 are being reviewed as part of the planning application process for local development.</p>

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22	The Ramblers	5	1	5. While recognising that the land involved is outside the red line, the possibility of a short link from this path across the River Cole to join the existing footpath south of Acorn Bridge should be explored. Linking path now shown – we welcome this.		Noted.
22	The Ramblers	6	1	The land south of the A420 currently suffers from a dearth of RoWs, and those that do exist run predominantly north-south. We therefore welcome the proposed new routes, including east-west links, shown on the Masterplan. We think an additional east-west link to connect Lotmead and Redlands villages would be beneficial. This specific link does not appear to have been added.		There will be future opportunities to revise the proposed rights of way network and this will be achieved through development of the Green Infrastructure plan in coordination with local stakeholders.
22	The Ramblers	7	1	There is a need to ensure that those planning applications already submitted (Lotmead/Redlands) include provision for the new paths shown in the Masterplan. Partly overtaken by events as Lotmead applications have been refused but comment still applies to Redlands.		Agreed.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
22	The Ramblers	8	1	Many of the proposed paths south of the A420 rely on the canal towpath for connection. Since the Infrastructure Development Plan does not require developers to contribute towards the cost of the canal there is a clear risk that the development will be completed without the canal having been built. What is the fall back position if this occurs? This question remains unanswered.		The development south of the A420 will be connected by comprehensive network of roads, footpaths and cycleways as illustrated on Masterplan.
22	The Ramblers	9	1	9. We note that the status of the “Green Bridge”, now renamed as “Great Stall Bridge”, appears to be changing from that set out in the adopted Local Plan, where it was clearly described as being (solely) for “walking, cycling and public transport”. It is now described as a “bus priority” bridge, and the plan displayed at the Wanborough exhibition shows it as having a conventional road carriageway connecting to the existing Merlin Way roundabout. This suggests that it will be open to other vehicular traffic. We oppose this change; the original “green bridge” plan should be retained. No further comment.		The Local Plan policy provision requires “a green bridge across the A419 near Covingham Drive to provide for walking, cycling and public transport”. It is proposed to provide a bridge that meets this policy requirement.
22	The Ramblers	10	1	10. It is not clear what the safe walking route will be from NEV to and across the re-designed White Hart junction. Still unclear.		Walking routes will be presented at-grade via signal controlled crossing points. The potential to retain the existing pedestrian bridge is also being researched.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
22	The Ramblers	11	1	The indicative footpath/cycle track crossings of the A419 shown on the Masterplan are puzzling. Their position does not accurately reflect the existing RoWs, which are effectively impossible to use. Is it intended to introduce safe crossings? There would be a clear benefit in enabling employees to reach the Dorcan Industrial Estate, but why are two crossing points shown here? A better option for the southern crossing would be to link to the footpath around Liden Lagoon, which in turn provides a traffic-free route through Liden to the hospital. We note the revisions made here but of the existing paths which cross the A419 only that from Covingham to Wanborough Marsh is now shown – it is not clear why.		Uncontrolled crossing points on the A419 will be removed from the Masterplan irrespective of their ROW status.
22	The Ramblers	12		The indicative network of Public Rights of Way (PROW) shown in the revised draft is an improvement to that shown in the original draft.		Point noted.
22	The Ramblers	13		It is not appropriate to label (in the key) every PROW as “strategic”. The inclusion of paths to meet recreational needs is just as important.		Noted and agreed. The key has been revised to read Indicative Strategic and Amenity Footpath /Cycleway/Public Rights of Way- to be detailed. A strategy, together with detailed proposals will be developed at the next more detailed stage(s) of planning for the NEV. There will be further consultation at these planning stages.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
22	The Ramblers	14		A number of detailed PROW alignment proposals and objections were made in relation to the first Draft Masterplan that have not been fully addressed.		It is accepted that individual parts of the overall network (both existing and proposed) need to be considered in detail. Refer to 2 above.
23	Natural England	1		Our comments only pertain to changes to the revised SPD (with one exception, below). Points raised in our previous consultation which have not been addressed still stand.		Point noted.
23	Natural England	2		The changes to the Masterplan appear to be relatively minimal. One comment is that there appears to be an overall increase in the extent of residential development in Foxbridge village at the expense of green infrastructure. This is a change we would rather not have.		There is a small increase of land allocated for residential use in these village areas. However, the LPA will require the provision of green infrastructure, for each NEV village, that fully accords with the requirements of SBLP Policy EN3: Open Space.
23	Natural England	3		Similarly, there appears to be an overall increase in the extent of residential development on the south east side of Lotmead village at the expense of green infrastructure. This is a change we would rather not have.		Any development proposals must accord with the policy requirements as set out in the suite of village proformas.
23	Natural England	4		A further point which we reiterate from our previous response is that it would be desirable to have public rights of way on both sides of the canal (together with crossing points at suitable intervals).		Noted. More detailed identification and specification of route types will be undertaken following adoption of the SPD.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
25	Historic England	1		<p>Our letter of 29 January 2016 regarding both applications, S/OUT/15/0753 and S/OUT/15/0754, sets out our views on the impact of the proposals on the significance of the Scheduled Roman settlement at Lotmead.</p> <p>This advice on the smaller outline application (your reference S/OUT/15/0754) therefore needs to be read in conjunction with the relevant sections of our letter of 29 January 2016.</p>		Noted.
25	Historic England	2		<p>With specific regards to S/OUT/15/0754, a significant portion of the proposed housing is within an area which would have a harmful impact on the setting and the contribution that setting makes to the significance of the Scheduled Monument. That harm is unjustified and contrary to Paragraph 132 of the National Planning Policy Framework; therefore we object to this application.</p>		Noted.
25	Historic England	3		<p>Additionally the Scheduled Monument falls outside the red line of application S/OUT/15/0754 and therefore there is no scope to deliver any of the possible enhancements to the Monument as</p>		Noted.



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25	Historic England	4		<p>These applications are for a development of up to 2,600 dwellings, along with other uses. They have the potential to impact on a number of designated heritage assets: in particular on the Roman Town of Durocurnovium, parts of which are protected as a Scheduled Monument under the Ancient Monuments and Archaeological Areas Act 1979.</p> <p>The land is allocated for development in the Local Plan. Appropriate, sustainable development here may help to meet local housing and economic needs, but this needs to be balanced against the conservation of the historic environment, which is identified as a key component of sustainable development in the National Planning Policy Framework (2012).</p>		Noted, detailed mitigation measures will be considered at the detailed planning application stage and determined in accordance with the adopted Swindon Borough Local Plan.
25	Historic England	6		<p>The site contains the buried remains of a Scheduled Roman settlement and is potentially within the setting of a number of Grade II listed buildings and conservation areas. Historic England's remit relates primarily to the impact of the proposals on the Scheduled Monument, although recent investigative works have uncovered the possibility of Roman remains outside the Scheduled area.</p>	We would recommend that you consult the council's own conservation officer and the county archaeologist on the possible impact of the proposals on other designated and undesignated heritage assets in the area.	Noted.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
25	Historic England	7		<p>Setting and Significance</p> <p>The Good Practice Advice in Planning Note 3: the Setting of Historic Assets makes clear that monuments that comprise only buried remains, retain a presence in the landscape and have a setting (pp4-5). The advice note goes on to state that “buried archaeological remains may also be appreciated in historic street or boundary patterns, in relation to their surrounding topography.....or through the long-term continuity in the use of the land that surrounds them. The relationship of this site to the landscape needs to be made clear and the contribution it makes to the monument’s significance.”</p>		Noted.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
25	Historic England	8		<p>The Scheduled Monument consists of substantial, buried archaeological remains of a former Roman town, known as Wanborough and identified as Durocurnovium. It was established on the course of the Roman road known as Ermine Street which linked two important regional centres; Cirencester and Silchester. The town included a core area with a gridded street pattern and administrative buildings, and a series of commercial, industrial and residential zones spread along the course of the road and out into the surrounding countryside. The town is mentioned on the 3rd century AD 'Antonine Itinerary', a popular travel-guide. It is likely the town was established here as it was adjacent to a recognised crossing of the River Cole, as well as the Dorcan Stream, and at a road junction off Ermine Street, leading south-west to the Roman settlement at Mildenhall.</p>		Noted.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
25	Historic England	9		Ermin Street forms a strong landscape feature around which Roman and later field boundaries have been established. A number of these field boundaries close to the Roman Town, although presumed to be later in date, reflect the alignment of the Roman boundaries and may in fact have Roman origins. At a landscape level it is evidence of what the Roman Rural landscape around the town may have looked like, and adds to the setting and contributes to the significance of the Monument.		No change to the Masterplan is recommended at this stage. Detailed survey work needs to be undertaken to identify specific areas of findings and assess in detail whether any land should be excluded from development.
25	Historic England	10		<p>The relationship of the Scheduled settlement with the crossings of the River Cole and Dorcan Stream, along with Ermine Street and the surrounding field system and open green spaces is, therefore, important in its contribution to our understanding and appreciation of the Monument and to its setting and significance.</p> <p>The Monument is currently on our Heritage at Risk register at High risk, due to the continued use of part of the site as a fruit farm and associated ground disturbance.</p>		No change to the Masterplan is recommended at this stage. Detailed survey work needs to be undertaken to identify specific areas of findings and assess in detail whether any land should be excluded from development.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
25	Historic England	11		Archaeological work in advance of this application has shown that there is the potential for Roman remains outside of the Scheduled area. In particular the presence of two Roman burials may indicate the existence of a cemetery associated with the Roman town. If these burials do comprise a larger Roman cemetery, then such an archaeological asset could be regarded as of national significance , in line with paragraph 139 of the National Planning Policy Framework (NPPF), and potentially a candidate for designation as part of the Scheduled Monument.		No change to the Masterplan is recommended at this stage. Further detailed assessment is required as part of Development Management stage(s) as currently no specifically defined areas have been identified by HE.
25	Historic England	12		<p>The site is allocated within the Local Plan for development; however the impact of the proposals on the setting of the Scheduled Monument still has to be considered.</p> <p>The majority of the development proposed for the site will not impact significantly on the setting of the Scheduled Monument. However, by virtue of their proximity to the Monument, the proposed housing on a small portion of the site (Plots 14 and 10) is of concern.</p>		No change to the Masterplan is recommended at this stage. Further detailed assessment is required as part of Development Management stage(s) as currently no specifically defined areas have been identified by HE.

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25	Historic England	13		Plot 14 lies immediately south-east of the Dorcan Stream in close proximity to the Scheduled Monument boundary. The Monument in this location has a close relationship with the stream and the rural landscape beyond. By building on this plot the links between the Monument and the crossing will be harmed, as will the direct relationship with the rural landscape setting beyond.		No change to Masterplan is recommended at this stage. Detailed survey work needs to be undertaken to identify specific areas of findings and assess in detail whether any land should be excluded from development.
25	Historic England	14		The dwellings on Plot 10, although away from the Monument boundary, will also impact on the rural setting of the Monument, which, despite the intrusion of some more modern field boundaries, does provide a direct link with the rural landscape of the Roman period. By introducing an urban element into this landscape that relationship will be impacted on. Within Plot 10 there is also the potential for additional Roman burials that may form part of a cemetery for the settlement. This undesignated archaeology needs to be protected or fully recorded prior to development. Proposed development in this area would introduce a degree of uncertainty to the proposals should further burials be found.		No change to the Masterplan is recommended at this stage. Detailed survey work needs to be undertaken to identify specific areas of findings and assess in detail whether any land should be excluded from development.

Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
25	Historic England	15		<p>Paragraph 132 of the NPPF states that "great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting". It goes on to state that Scheduled Monuments are "heritage assets of the highest significance".</p> <p>Paragraph 129 of the NPPF also advises local authorities "to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal."</p> <p>Paragraphs 126 and 131 also note "the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable use consistent with their conservation:"</p> <p>Policy NC 3 of the Local Plan 2026, is also relevant in that it states:</p> <p>'C. The development will ensure...the historic environment, including the Scheduled Monument, Earls court Manor, Great Moorleaze Farm and other Listed Buildings are protected, acknowledged and enhanced.'</p>		Noted, detailed mitigation measures will be considered at the detailed planning application stage and determined in accordance with the adopted Swindon Borough Local Plan.

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25	Historic England	16		<p>Historic England have no objection to the majority of the proposals. However, due to the impact on the relationship of the Scheduled Roman settlement with the features previously identified, such as the rural surroundings, the dwellings on Plot 14 would cause harm to the setting of the Monument and its significance. It appears that this harm could easily be avoided by relocating this small parcel of housing elsewhere on the 160 hectare site, and this harm is unjustified. It is therefore contrary to Paragraphs 129 and 132 of the NPPF.</p> <p>We are concerned that the houses on Plot 10 will also impact on and cause harm to the setting of the Monument. Given the possibility that this may also impact on undesignated archaeology associated with the monument, we would also recommend that these dwellings are removed or accommodated elsewhere on the extensive site.</p>		Noted, detailed mitigation measures will be considered at the detailed planning application stage and determined in accordance with the adopted Swindon Borough Local Plan.



Rep No	Organisation	Comment No	Page No	Justification	Proposed changes	Officer response
25	Historic England	17		<p>The substantial part of the Monument is within the red line development of the Masterplan and there is an opportunity here to improve its condition, management and use. Removing the Monument from fruit cultivation and introducing appropriate management is an opportunity to sustain and enhance its significance. This could prevent any further damage and remove the Heritage Asset from the At Risk register. This would be a positive benefit to the monument and support the application through paragraph 129 and 132 of the NPPF. This could be included in a Section 106 agreement.</p>		<p>No change to the Masterplan is recommended at this stage. Further detailed assessment is required as part of Development Management process.</p>

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25	Historic England	18		<p>We do not object to the principle of development of this site, nor the majority of the proposals as they currently stand. However, the dwellings on two small parcels of land will harm the significance of the Scheduled Monument. This appears to be unjustified, as within the larger Masterplan application there is the potential to relocate these dwellings. We therefore object to those small areas of housing as being contrary to the guidance in the NPPF and in policy NC 3 of the Local Plan.</p> <p>We recommend that :</p> <ol style="list-style-type: none"> <li>1. The proposed homes in plots 10 and 14 to be absorbed or relocated further north into the area north of the Lotmead Farm complex. Removing or relocating around half of the dwellings from Plot 10 (south and west of the curving field boundary crossing the plot) would substantially reduce the impact of this element of the proposal, and significantly reduce the risk of any conflict with any potential remains in this area.</li> <li>2. If permission is given for development south of the Lotmead Farm complex on the area potentially comprising a potential Roman cemetery, that this is subject to archaeological excavation in advance of determination of any detailed application that may follow (NPPF paragraph 139).</li> </ol>		<p>No change to the Masterplan is recommended at this stage. Further detailed assessment is required as part of Development Management process.</p>

3. That part of the Scheduled Monument within the application area is subject to an appropriate management plan, in agreement with Historic England. This could be included in a Section 106 Agreement.

4. That you take advice from the local conservation officer and county archaeologist on the impact of the proposals on other designated and undesignated heritage assets

5. That

We would welcome the opportunity of advising further. Please consult us again if any additional information or amendments are submitted. If, notwithstanding our advice, you propose to approve the scheme in its present form, please advise us of the date of the committee and send us a copy of your report at the earliest opportunity.

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25	Historic England	19		<p>1. The 'development boundary' shown as parcels labelled 'A', 'B', 'C' and 'D' should be removed. Development here would result in a loss of significance to the Scheduled Monument via a change in setting. This is in accordance with our advice on the recent applications S/OUT/15/0753 and S/OUT/15/0754 (attached)</p> <p>2. We have some concerns over the 'development boundary' and 'education' parcels in the area annotated as 'C'. Recent survey work (not yet in the public domain) has identified the presence of substantial archaeological deposits in this area. These deposits are, potentially, of national importance and therefore possible candidates for Scheduling. Your colleague Melanie Pomeroy-Kellinger will have the details on these survey results.</p>	Please refer to annotated Plan.	<p>No change to Masterplan is recommended at this stage. Further detailed assessment is required as part of Development Management stage(s).</p> <p>With regards to Area C, detailed survey work needs to be undertaken to identify specific areas of findings and assess in detail whether any land should be excluded from development.</p>
27	Environment Agency	1		We have no specific comments to make on this SPD and the accompanying documents.		Point noted.

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27	Environment Agency	2		In terms of flood risk and the Illustrative Masterplan I would like to draw your attention to the Statement of Common Ground (SoCG) signed by ourselves and Swindon Borough Council on 1 April 2014. The SoCG documented our agreement that all the dwellings for New Eastern Villages can be delivered entirely within Flood Zone 1, with only essential infrastructure located outside Flood Zone 1 which would require mitigation to ensure flood risk is not increased. We would not wish to see any change in this agreement as the Masterplan progresses.		Noted.
27	Environment Agency	3		In terms of flood risk and the Illustrative Masterplan I would like to draw your attention to the Statement of Common Ground (SoCG) signed by ourselves and Swindon Borough Council on 1 April 2014. The SoCG documented our agreement that all the dwellings for New Eastern Villages can be delivered entirely within Flood Zone 1, with only essential infrastructure located outside Flood Zone 1 which would require mitigation to ensure flood risk is not increased. We would not wish to see any change in this agreement as the Masterplan progresses.		In accord with policy EN6, the village proformas clearly state that development at the NEV must provide on and off flood mitigation works.

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28	Haydon Wick Parish Council	1		Haydon Wick Parish Council considers that the issues surrounding the A420 have not been adequately addressed		The A420 corridor is a key focus for the transport planning of the NEV and is subject to numerous iterations of transport modelling and assessment.
28	Haydon Wick Parish Council	2		<p>From reading the documents there does not appear to be any plan to significantly improve the A420. Anyone who uses the road, particularly at peak times will be aware of the long, slow procession of cars and lorries on this stretch of road. In particular, during the evening rush hour traffic can be queuing back from Gablecross (Sainsbury's roundabout) to beyond Old Vicarage Lane, South Marston. The main eastern access into Swindon will be along Oxford Road, Stratton St Margaret which is already very busy at peak times. This will cause knock-on effects at the existing Greenbridge roundabout.</p>		Current delays on the A420 are believed to be created by inconsistent junction design and poor junction capacity. The NEV mitigation strategy aims to address its traffic impact through addressing the A420 junctions.
28	Haydon Wick Parish Council	3		<p>When the Shrivenham and Faringdon by-passes were built the opportunity to provide dual carriageways was missed. There are a few stretches of dual carriageway on the Oxfordshire stretch of the road particularly at the Abingdon/Witney junction (A420/A415 at Southmoor) and at the A420/A338 junction. These comprise only a few metres in each case.</p>		Noted.

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28	Haydon Wick Parish Council	4		Although not covered in these documents, if as seems likely, the plans progress to developing the area between Kingsdown and Stanton Fitzwarren the developers will want access from the B4019 Blunsdon to Highworth Road. This will put extra pressure on this road which is already a main route from the Lechlade/Highworth area to the A419/M4.		This will be considered and addressed with any sufficient size application in this area.
28	Haydon Wick Parish Council	5		In addition, and as in the north Swindon area, residents of the eastern developments will look towards Swindon to provide their everyday needs for employment, leisure, shopping, etc. putting additional pressure on local services.		The SPD seeks to ensure that the infrastructure required to achieve sustainable development at the NEV is achieved. This is to ensure new and existing communities have easy access to everyday services.
28	Haydon Wick Parish Council	6		It is also pointed out that a radical review would be necessary to deter parents from parking vehicles and causing congestion around school locations in the new development areas.		The primary school strategy aims to ensure that schools are within easy walking distance and provide a community focus for each village. Driving to primary school will therefore be discouraged, but lessons learnt from existing situations will be incorporated in the school Masterplan designs..
29	Wanborough Parish Council	1		There is no cycle or footpath shown along Wanborough Road on the Masterplan.		Noted and agreed that footway provision along Wanborough Road will be required as a consequence of NEV development.

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29	Wanborough Parish Council	2		There is not enough detail shown on Masterplan for the main infrastructure junctions, just providing a circle at each junction is not sufficient to understand how for instance the Southern Connector Road will cross over the Wanborough Road.		The small-scale of the Masterplan does not allow detailed junction proposals to be illustrated. Each junction will be designed according to Highway Authority/Department of Transport requirements and all will be subject to reserved matters consultation and approval.
29	Wanborough Parish Council	3		The Masterplan should also show how the Southern Connector Road links in with Pack Hill and Commonhead Roundabout, this has been left off the map. The Southern Connector Road is a key piece of infrastructure within the NEV therefore the whole route of the road should be shown on the Masterplan.		The Masterplan covers the entire NEV strategic land allocation in the SBLP 2026. The SCR alignment and its detailed design, beyond the strategic land allocation, will be subject to a detailed planning application, with associated full public consultation.
29	Wanborough Parish Council	4		The route of the Southern Connector Road needs to be realigned to allow connection from Redlands village.		The treatment of the 'improved' Wanborough Road and design of the SCR and Redlands junctions, with Wanborough Road, will be detailed to maximise the attractiveness of the use of the SCR route to Redlands traffic and, to minimise the likelihood of traffic to rat-run through Wanborough village.



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29	Wanborough Parish Council	5	24	Page 24 - Redlands Village States average density of 40 dwellings per hectare, this does not agree with the Local Plan which states that density around the outskirts of the NEV will be reduced to reduce the impact on neighbouring villages, views from the AONB and surrounding countryside.		The adopted Local Plan requires a design led approach to housing density leading to an overall average density of 40 dwellings per hectare which responds to landscape and existing site conditions.
29	Wanborough Parish Council	6	24	Page 24 - Redlands Village - Approx. 300 - 400 dwellings, the percentage range is extremely high and more exact numbers need to be allocated to this area. This number is considerably higher than that recommended by the Planning Inspector.		As stated in the village proforma this is an approximate number of dwellings that could potentially be delivered at Redlands village. This will be subject to detailed site assessment through the development management process. With regards to the Inspector's Report on the examination of the Local Plan, the Inspector did not issue a modification to the effect of limiting the scale of development at Redlands.
29	Wanborough Parish Council	7	24	The map on page 24 shows a map with an access onto Wanborough Road, this is not detailed in the description under the detail for infrastructure needs.		Noted, the village proforma has been updated to reflect this.

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29	Wanborough Parish Council	8		The sum of money to prevent rat running through neighbouring villages needs to be quantified and include the whole of Wanborough Village.		The Local Plan stipulates that the New Eastern Villages development will provide measures to minimise rat-running through existing adjacent villages and east Swindon. These areas of concern include Wanborough and mitigation measures to avoid rat-running through this area will be considered. With regards to the sum of money required, this will be determined through development of the scheme.
29	Wanborough Parish Council	9		The NEV will result in additional pressures on facilities within Wanborough village, such as the Sports Facilities, Play Areas and Open Spaces. These facilities will be used by residents moving into the NEV especially when their facilities are not yet built, therefore provision should be included within the SPD to help towards the improvement of these facilities.		In accord with planning legislation, contributions can only be sought when they fulfil the statutory tests as set out in Section 2 of the SPD.
29	Wanborough Parish Council	10		Parish Council raises concern that there will not be sufficient funding for the road connections, plus bridges needed between development islands and this could result in areas such as Redlands Village being completely disconnected from the		The Village Proformas secure contributions towards 'Highway links between development islands' which aims to ensure accessibility between all development parcels.

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30	SBC (Conservation)	1	1	<p>I note the purpose of the NEVPO SPD, in particular noting it sets out SBC's approach to securing by planning obligations the infrastructure required as a consequence of developments in the NEV (para 1.6, draft SPD).</p> <p>My main consideration in the development of the NEV relates to heritage assets, designated or otherwise and the effects of development upon them. The county archaeologist, acting as archaeological advisor to SBC will respond separately to the draft on archaeological matters.</p> <p>I note that section 4.6-4.10 highlights the development of the Masterplan. I am not clear on how this relates to the NEVPO SPD and if adoption of the NEVPO SPD also includes adoption of the Masterplan?</p>		<p>Noted. The LPA will carefully assess each individual/reserved matters planning application to ensure that the protection/mitigation of important heritage assets are dealt with in accordance with Policy EN10 of the SBLP. Such matters of detail can be properly and satisfactorily addressed through conditions requiring the approval of reserved matters.</p>

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30	SBC (Conservation)	2	1	<p>“there is much work to doing respect of the historic environment and therefore the lack of research at this stage does impede the opportunity for the historic environment to help steer, inform and integrate the development....</p> <p>The acknowledgement of setting of assets (via policy) is accepted however as noted above, further scope as to the affect upon setting is again hampered by the location, extent and significance of assets not being fully understood at this stage.” (part extract).</p>		Noted. The LPA will carefully assess each individual/reserved matters planning application to ensure that the protection/mitigation of important heritage assets are dealt with in accordance with Policy EN10 of the SBLP. Such matters of detail can be properly and satisfactorily addressed through conditions requiring the approval of reserved matters.
30	SBC (Conservation)	3		<p>Application reference S/OUT/13/1555 – land north of the A420 in January 2014. In summary I advised;</p> <p>full identification (potential) and evaluation of heritage assets (designated or otherwise) has not been undertaken, as such the impact upon the historic environment not fully demonstrated. The opportunity to positively utilise such assets to inform the overall design and layout of the development, not taken.</p> <p>As such the development proposal is unable to demonstrate its sustainability with regard to the Historic Environment in accordance with the requirements of the NPPF.</p>		Noted.

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30	SBC (Conservation)	4	2	In summary I am not clear on the adoption of the master plan, its development and timescales. I am happy to go through my comments and help inform, however the lack of evidence to support does impede my assessment with regard to the acceptability and opportunity and how that may relate to the delivery of infrastructure.		Noted, the SPD comprises the Masterplan, IDP and village proformas.
30	SBC (Conservation)	5		Restatement of earlier consultation response and concern about setting of heritage assets (Manor Farm/Red House/Nightingale Farmhouse/Archaeological asset adjacent to Lotmead).		Noted. The LPA will carefully assess each individual/reserved matters planning application to ensure that the protection/mitigation of important heritage assets are dealt with in accordance with Policy EN10 of the SBLP. Such matters of detail can be properly and satisfactorily addressed through conditions requiring the approval of reserved matters.

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422	On behalf of the freehold owners of	1		Our clients are extremely concerned about the lack of consultation with them relating to the location of the new Southern Connector Route and canal through their land as shown in this consultation. Up until 1 month ago, Swindon Borough Council had not engaged with any of my 7 separate landowning clients about the route. Currently the shown indicative route for the Southern Connector Route and canal has taken no consideration regarding the future access to any of my clients land, in particular the landowners who I act for either side of The Marsh, Wanborough.		A landowner event was held in July at Steam and further consultation events are programmed. The Council is committed to early dialogue specifically with "SCR landowners". The Council accepts that access requirements need to be resolved. This level of detail will be considered as part of the detailed alignment/design process. Landowners, and appointed agents, will be fully consulted as part of the detailed draft SCR alignment(s) design process.

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422	On behalf of the freehold owners of	2		<p>We know that the current location of the routes simply does not work for our clients. We will need access for farming purposes off the Southern Connector Route and over the canal. With modern agriculture / equestrian businesses often deliveries of fertiliser, seeds, feed, and other agricultural products and outward movements of hay, silage, corn and animals are made with 44 tonne articulated lorries. So any bridges over the canal will have to be built to allow access for 44 tones articulated Lorries. Modern day combine harvesters are 11.6 metres wide and highly likely to become wider and grass forage harvesters are also require access gates which are at least 9 metres with the header on the front. The day of small farm machinery are no longer commercial.</p>		<p>Accommodation works to ensure that any land parcels severed by the SCR and canal will be provided with reasonable access provision, will form a constituent part of the overall design specification.</p> <p>All vehicle bridges will be designed to meet UK specification requirements and local demands including those arising from agriculture. Accommodation of the Canal is secured in policy as safeguarded land and no provisions for design and engineering have currently been made.</p>

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422	On behalf of the freehold owners of	3		<p>The current route of the canal bisects my clients' fields and has not been thought out practically in order to facilitate easy access to each landowners property. The canal clearly needs to be as close as possible to the A419 corridor with the Southern Connector Route on its eastern side. Despite this the design shows it the other way around with the canal created a moat which we will need to get over. Even then some fields will be severed so landowners who have land either side of the canal / Southern Connector Route will not be able to access their land. The design of the layout MUST allow for landowners to access</p>		<p>Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only. All affected landowners will be engaged as the alignment becomes more fixed and access arrangements to land will be considered at that stage.</p>



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422	On behalf of the freehold owners of	4		<p>We note the Swindon Borough Councils comments about compulsory purchase. My clients would very much like to work with the Council to arrive at an acceptable resolution for them as landowners. But if Swindon Borough Council do not listen and push for a design which does not protect their long term agricultural access we will have no other option but to claim for substantial losses in the value of their land as well as requesting as is allowed for in Compulsory Purchase legislation for the correct Accommodation Works which will include multiple 44 tonnes bridges and a 10 metres access gateways to every severed parcel. This without doubt will cost considerably more than the figure budgeted for within this consultation.</p>		Noted.
422	On behalf of the freehold owners of	5		<p>In my clients view the canal is a complete 'folly' which is not needed, or required or practical. This is due to the extremely cost of accessing over the canal to land parcels, which has not been thought out. As such we strongly want to put our case across that the canal idea is removed completely. Added to this we believe the canal is not Community Infrastructure Levy compliant so we cannot see where the funding is coming from.</p>		<p>The Council recognises and welcomes the significant benefits that future delivery of the Wilts &amp; Berks Canal within the NEV would bring for existing and new communities. In accord with Local Plan policy, development should not compromise the delivery of the canal at the NEV. However, the Council cannot enforce delivery through the planning process. In the short term, the safeguarded route presents a recreational opportunity for walking, cycling and biodiversity gain.</p>

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422	On behalf of the freehold owners of	6		My clients have no issue with the Southern Connector Route principle but it needs to be located so that it minimises the amount of land parcels which are severed or makes the land severed commercial viable. Can we request that Swindon Borough Council and their highways consultants sits down with us regarding the route so they can understand each landowners needs relating to access to their land off of the Southern Connector Route and over canal. Plus what the consequences of severing land will be for that farming / landowning business. The current route does not take into account such access and in my clients mind is located in a far from ideal location.		Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only. All affected landowners will be engaged as the alignment becomes more fixed and access arrangements to land will be considered at that stage.
422	On behalf of the freehold owners of	7		My clients also require that future access to their land for future uses, such as residential and commercial development are also considered in the design of the Southern Connector Route so that it is future proofed. Plus we need to discuss the location of land drains, ditch flows and farm water pipes.		Noted.

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422	On behalf of the freehold owners of	8		<p>Our objection to the location of the Southern Connector Route and the Canal in our view needs to be covered within the Eastern Development Villages SPD by clearly stating that this is yet to be agreed with the landowners, and is subject to negotiation with each landowning family. The threat of Compulsory Purchase in fact strengthens the rights of the landowners around The Marsh as the law allows us to insist that accommodation works to bridge, fences, gates, land drains, drainage, access, etc. are all provided. We would very much appreciate open dialogue regarding the canal and the Southern Connector Route with Swindon Borough Council rather than just be landed with an unthought-of out scheme. Currently the as drawn creates a severe problem due to non communication by Swindon Borough Council on this matter with the various landowners effected prior to publication of the draft SPD.</p>		<p>Unknown constraints prevent the development of a fixed SCR route at this stage and hence the alignment on the Masterplan is considered indicative only. All affected landowners will be engaged as the alignment becomes more fixed and access arrangements to land will be considered at that stage.</p>

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427	GWH Foundation Trust, Swindon C	1		<p>We want to focus on improving health and wellbeing, supporting people to live longer healthier lives independently and cater for the health and social needs of the local population, reducing the burden of ill health as well as developing mental resilience.</p> <p>The costs of non-recurrent (capital) and recurrent (service provision) infrastructure costs as a direct result of new housing developments are significant and widely recognised.</p> <p>Direct Cost of Acute Service Provision and Population Growth</p> <p>For the development outlined in the New Eastern Villages Planning Obligations Document and the Supplementary Planning Document, the direct cost of providing Acute Care Services in the current form of delivery, based on a population growth of 20,000 would equate to:</p> <ul style="list-style-type: none"> <li>•An increased demand of 5.5% on the Planned Care Services £5,582,932</li> <li>•An increased demand of 5.5% on the Emergency Services £6,472,203.</li> </ul> <p>Equating to a direct cost to the acute trust of £12 million.</p>		<p>Unless directly related to development at the NEV there is no policy basis to secure contributions towards the GWH. Such evidence can inform the Local Plan Review in response to planned development at Swindon post 2026.</p>

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427	GWH Foundation Trust, Swindon C	2		The limiting factor is Hospital capacity and the ability to cope with the extra demand pressures. We have already established in a recent Demand & Capacity audit, that we will run out of maternity capacity within the next two years and we are aware that other services also face similar scenarios. Population growth without investment will compromise the delivery of high quality, safe service delivery, and this is particularly so given that the system is already under pressure.		Unless directly related to development at the NEV there is no policy basis to secure contributions towards the GWH. Such evidence can inform the Local Plan Review in response to planned development at Swindon post 2026.
427	GWH Foundation Trust, Swindon C	3		Great Western Hospital NHS Foundation Trust would like to see a new build environment which reduces the risks of falls, accidents inside and outside of new dwellings and enhances the well-being of individuals to live independently and happily in a community environment.		Unless directly related to development at the NEV there is no policy basis to secure contributions towards the GWH. Such evidence can inform the Local Plan Review in response to planned development at Swindon post 2026.

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427	GWH Foundation Trust, Swindon C	4		<p>The following are suggestions to consider:</p> <ul style="list-style-type: none"> <li>• Build design which takes in to consideration walking and play surfaces which minimises harm and avoids accidental falls when inclement weather is present, surfaces in new play areas that minimise injury when robust play takes place.</li> <li>• Older peoples accommodation which takes consideration of Older People's needs in order to minimise accidents, such as showers instead of baths, lack of stairs and uneven surfaces, and spacious buildings which accommodate wheelchair access.</li> <li>• The development of space to accommodate and deliver healthy lifestyle services to facilitate and coach the likely number of inactive people, overweight people and smokers likely to live within the new developments and positively impact on reducing their cardiovascular risk factors such as Hypertension and Diabetes.</li> <li>• Developing space to accommodate healthy lifestyle advice could also be utilised to deliver ante natal care for pregnant women, deliver education and courses for breast feeding, parent craft and be utilised by the whole community for the well-being of families, regardless of age. This space</li> </ul>		Points noted.

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				could also provide a meeting area for older people to socialise, have coffee and develop as activity hubs.		
427	GWH Foundation Trust, Swindon C	5		<p>Great Western Hospital NHS Foundation Trust would specifically like to see the development of space to accommodate Primary Care facilities at scale within the new development, not only to deliver a full range of services normally delivered by the Swindon Clinical Commissioning Group but also:</p> <ul style="list-style-type: none"> <li>• Increased space to enhance patient access and delivery of urgent care services within the community (rather than A&amp;E)</li> <li>• To deliver interventions for people living with exacerbations of poor health due to a Long Term Condition crisis.</li> <li>• To develop small equipment stores to support residents to live independently, when activities of daily living are difficult without supportive equipment.</li> <li>• For health and community to live as one</li> </ul> <p>Building the resilience of Primary Care Services will support the Acute Services to deliver more efficient, effective and economical services, if the demands are reduced on Hospital services through increased access to health and social care services in the community.</p>		Unless directly related to development at the NEV there is no policy basis to secure contributions towards the GWH. Such evidence can inform the Local Plan Review in response to planned development at Swindon post 2026.

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427	GWH Foundation Trust, Swindon C	6		Great Western Hospital would like to continue to be informed about the proposed phasing of the building development, so that it can work in partnership with the 'system', to anticipate surges of demand in order to proactively forward plan with the system.		Point noted.
427	GWH Foundation Trust, Swindon C	7		Great Western Hospital NHS Foundation Trust will need to further consider options for future service delivery of acute services in conjunction with our system wide partners to determine the most appropriate strategy for delivering additional health services in the area. This may include further development of the Great Western Hospital NHS Foundation Trust infrastructure, as outlined above.		Unless directly related to development at the NEV there is no policy basis to secure contributions towards the GWH. Such evidence can inform the Local Plan Review in response to planned development at Swindon post 2026.
427	GWH Foundation Trust, Swindon C	8		In conclusion, Great Western Hospital NHS Foundation Trust have an absolute need for investment to follow this planned population growth and increase of new dwellings within the area.		Unless directly related to development at the NEV there is no policy basis to secure contributions towards the GWH. Such evidence can inform the Local Plan Review in response to planned development at Swindon post 2026.



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427	GWH Foundation Trust, Swindon C	9		It is expected that Developer S106 contributions will be secured to support the delivery of additional secondary care services for the population growth expected from the development of new residential dwellings and the infrastructure development which will be required to support this delivery.		Unless directly related to development at the NEV there is no policy basis to secure contributions towards the GWH. Such evidence can inform the Local Plan Review in response to planned development at Swindon post 2026.

427	GWH Foundation Trust, Swindon C	10	<p>Support statement from Public Health</p> <p>The above vision for health services in the New Eastern Village development is supported by Public Health and consistent with previous submissions from Public Health and Swindon NHS Clinical Commissioning Group. Providing local services that focus on prevention, and allow people to maintain independence and self-manage conditions whenever possible will create a community that will flourish. Promoting the health and well-being of NEV will benefit the whole of Swindon and reduce inequalities. It will create a community where people want to live throughout their life with buildings, services and a streetscape that is able to develop as the needs of people change. This will in turn reduce further demand on acute services, recognising the challenges outlined above. In addition to the proposals above, we would also encourage</p> <ul style="list-style-type: none"> <li>-Promotion of NEV as a dementia friendly community from the start</li> <li>-The use of technology and tele health to create virtual consultations if appropriate</li> <li>-A focus on ageing well through good design - recognising that this also benefits anyone with a disability, children and the wider community</li> </ul>		Point noted.
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427	GWH Foundation Trust, Swindon C	11		A multi-agency group including GWHFT, Swindon NHS CCG, Public Health and Adult Social Care from Swindon Borough Council, AWP, SEQOL, Wiltshire and Swindon Local Enterprise Partnership, the Local Pharmaceutical Committee and Dorset and Wiltshire Fire and Rescue Service as well as Planning colleagues has been established. This welcomes the opportunity for ongoing involvement in the development of NEV to achieve the vision of an innovative, integrated, local and effective approach to prevention, health and social care.		Noted.