

**Swindon - New Eastern Villages**

**Framework Travel Plan**

**Supplementary Planning Document**

**Statement of Consultation**

**October 2016**

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## **1. Introduction**

- 1.1 This consultation statement has been prepared in accordance with Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The statement sets out who was consulted on the New Eastern Villages (NEV) Framework Travel Plan Supplementary Planning Document (SPD).

## **2. Purpose**

- 2.1 The SPD sets out Swindon Borough Council's (SBC's) approach to securing the travel plan measures required by planning obligations as a consequence of development at the NEV. The approach detailed within the SPD seeks to achieve the effective delivery of residential, workplace and educational travel plans to enable sustainable growth at the NEV, and to ensure the correct supporting transport infrastructure is delivered in the right place, at the right time.
- 2.2 In accord with the Swindon Borough Local Plan 2026 (Local Plan) and in particular Policy NC3, the SPD requires a comprehensive approach for dealing with delivery of the NEV, including the provision of travel plans necessary to create a sustainable development as required by the National Planning Policy Framework (NPPF).

## **3. When did consultation take place?**

- 3.1 Public consultation on the draft SPD took place between Thursday 12<sup>th</sup> May 2016 and Wednesday 22<sup>nd</sup> June 2016. A total of 21no. consultee responses were received to the draft SPD, resulting in 117no. individual comments being generated.

## **4. Who was consulted?**

- 4.1 In accord with the Town and Country Planning (Local Planning) (England) Regulations, all statutory consultees and interested parties were notified of the consultation.
- 4.2 A formal public notice was made available in the locally distributed newspaper, together with publication on the Swindon Borough Council website, and hard copies of documents were made available at all libraries and Parish / Town Councils within the Borough.

## **5. Summary of the Main Issues Raised**

- 5.1 All comments have been logged on a 'record of interested parties', and have been responded to by relevant Officers. The following paragraphs seek to summarise the comments made.

### **Stakeholder responses**

- 5.2 Comments were received from stakeholders including:

- Bishopstone Parish Council
- Chiseldon Parish Council
- Covingham Parish Council
- Dorset and Wilts Fire and Rescue
- Environment Agency
- Great Coxwell Parish Council
- Hallam Land, Hannick Homes and Taylor Wimpey
- Haydon Wick Parish Council
- Highways England
- HSE Hazardous installations
- Natural England
- Network Rail
- Ramblers Association
- South Marston Parish Council
- Stagecoach
- Swindon Bicycle Users Group (BUG)
- Wanborough Parish Council
- Woodland Trust
- WYG (on behalf of Sainsbury's Supermarkets Ltd)
- 2 Individuals living in the Borough

5.3 A number of themes and issues are highlighted in the consultation responses, as well as more specific comments related to infrastructure provision:

- Support for the principles of the SPD,
- The need for early delivery of essential infrastructure, including key transport interventions,
- The need for offsite transport infrastructure improvements
- Support for a comprehensive network of public footpaths and cycleways,
- The need for clarification on the role of the FTP in relation to the operational travel plans,
- The need for clarification on the obligations required from the developers,
- The need to fund rail improvements from commercial development,
- Concerns around the potential rat running through rural areas caused by the NEV
- Design and layout considerations to ensure emergency access can be achieved throughout the NEV
- Objection to the use of the draft illustrative masterplan

5.4 Detailed comments from Land Owners, Strategic Land Promoters and Developers are addressed separately in paragraph 5.10 of this Statement.

### **Council's Response**

5.5 The Council acknowledges that planning obligations are just one of a number of mechanisms which can help secure timely delivery of infrastructure at the NEV. Many of the comments related to issues that fall outside the remit of the FTP, but will be picked up in complementary SPDs and subsequent masterplanning.

5.6 The FTP has been updated to give further clarity to the role of the FTP in relation to the operational plans. The tables in section 6 have also been altered to give clarity around the financial obligations required from the developers.

5.7 The latest draft illustrative masterplan will be used in the FTP.

5.8 It is not considered appropriate to secure developer contributions towards rail improvements as a result of commercial development at the NEV.

## **Comments from Land Owners, Strategic Land Promoters and Developers**

5.9 In summary, comments from **Hannick Homes, Hallam Land and Taylor Wimpey** related to the following:

- Clarity on the relationship of the FTP with the operational travel plans.
- Clarity on the obligations required from the developers.
- The timing / phasing of S106 payments.
- The need for global targets to have a degree of variation to reflect local circumstances.
- Questioning the use of 4 metre width on cycle paths.
- The use of blanket standards (eg parking standards and cycle standards)
- The list of measures should be recommended options rather than mandatory
- Evidence of car club costs
- Using a bond for failsafe measures

## **The Council's response**

- 5.10 The Council have made minor amendments to paragraphs 2.21 and 2.24 to clarify the relationship between the FTP and the land use operational plans, and clarify the obligations on the developer.
- 5.11 The Council agree that taking 100% of S106 payments on commencement of development is unnecessary, and have given consideration to the phasing of payments. A table has been added to chapter 6 to demonstrate phased payments.
- 5.12 In terms of the global targets, the wider FTP will include targets and measures for the whole NEV. Individual Travel Plans will then have site specific targets and additional measures that may differ from the FTP due to site specific constraints or opportunities (direct access to Core Express Bus route etc). The individual targets and measures will feed into the global targets and measures.
- 5.13 Sustrans guidance for segregated cycle route provision is provided in table H9 of Handbook for Cycle Friendly Design. This guidance recommends an absolute minimum of 3.5m for short lengths and 4.5m to 7m for acceptable

and preferred widths. This section may however be addressed to express 'target widths' against design criteria and dual sided routes subject to development frontage and demand.

- 5.14 Swindon Council's adopted parking standards are a matter of policy associated with TR2 of the adopted Local Plan. Notwithstanding this, pragmatic consideration will be made against evidence of supply and demand.
- 5.15 The measures listed need to be applied consistently across the NEV area to give all residents equal access to sustainable transport
- 5.16 Car club costs have been evidenced as a footnote to 6.19.
- 5.17 Use of a bond for remedial measures has been successfully applied to large developments elsewhere as an incentive for developers to meet their targets.
- 5.18 In summary, comments from **Sainsbury's Supermarkets Ltd**
- Bulk shopping is a car borne activity and part of trip link chaining and therefore Sainsburys and District Centre should be exempt from mode share targets.
  - The draft illustrative masterplan should include the Sainsburys store within the District Centre (coloured blue) as per the local plan..

### **Council's response**

- 5.19 Sainsbury's and the District Centre should not be exempt from mode share targets as they may significantly influence the travel profiles of staff and visitors and may further reduce the impact of car borne bulk shopping through home delivery incentives etc. Furthermore, the site specific Travel Plans for the District Centre and Sainsbury's will be subject to site specific targets which will feed into the Global Targets, but will not necessarily be the same and will reflect the land uses on site.
- 5.20 The Adopted Masterplan will be re-configured to accord with Figure 11 of the Adopted Local Plan.

### **Parish Councils**

- 5.21 In summary, comments from **Wanborough Parish Council**:
- The 66 bus route does not serve the bulk of the NEV
  - The Southern Connector road and its connectivity to Redlands
  - The impact of lighting of the walking and cycling routes on the rural ambience



- Ensuring provision for horse riders
- A strategy for preventing rat running through Wanborough

### **Council's response**

- 5.22 The council have made minor amendments to chapter 3 to clarify the role of the 66 bus in the current situation.
- 5.23 The masterplan allows for access from Redlands to the Southern Connector Road via Lotmead. Furthermore, the design and operation of the junction between Wanborough Road and the Southern Connector Road (SCR) has not been determined, although it may be possible to achieve access to the SCR to and from the south, without opening potential rat running routes from the north. This will be considered through the masterplanning process, not the framework travel plan.
- 5.24 The lighting strategy for each individual village island and its connectivity is subject to on-going assessment and urbanisation is a strong consideration that will be mitigated against..
- 5.25 The NEV development will encompass a series of interconnecting recreational routes which will form bridleways, providing access to the rural areas and green infrastructure. This will be considered through the masterplanning process, not the framework travel plan.
- 5.26 The access to specific development islands, including the secondary routes that pass through them, will be designed to disincentivise drivers from using them, the primary routes will thereafter be made more attractive to drivers and maximise their usage.
- 5.27 In summary, comments from **South Marston Parish Council**:
- Concerned by the lack of provision for the construction of pedestrian and cycle links across the NEV.
  - Consideration that the NEV is severed by the railway line and A420.
  - Comments around the 66 bus route.
  - The proposed park and ride site needs to be accessed from Rowborough and South Marston.
  - Consideration of the work of South Marston Parish Council in promoting sustainable transport.

- A number of minor wording amendments have also been suggested for chapter 6.

### **Council's response**

- 5.28 The Illustrative Masterplan details indicative strategic pedestrian and cycle routes; further discussion with local groups will inform the specific location of links as part of an overall route hierarchy, and the delivery and associated costs will be further informed through the planning application process.
- 5.29 Severance is noted and connectivity to be determined through other mechanisms (e.g. GI strategy).
- 5.30 The council have made minor amendments to chapter 3 to clarify the role of the 66 bus in the current situation.
- 5.31 The proposed eastern access serving Rowborough is illustrated to serve development on both sides of the A420 within the masterplan. This junction form will provide direct access to the Park and Ride from Rowborough for motorised and non-motorised traffic and hence provide further public transport opportunities to development north of the A420. With regards to an 'infrequent bus service', it is SBC's intention for frequent services to serve the whole of the New Eastern Villages and this is secured through the emerging Planning Obligations SPD.
- 5.32 South Marston Parish Council will be invited to join the Travel Plan group and their input into promoting sustainable transport (for new and existing residents and other developments outside NEV) is welcomed.
- 5.33 Minor amendments to wording have been incorporated into Chapter 6.

## **6. Post consultation changes made to the NEV Framework Travel Plan SPD**

- 6.1 As a result of the consultation exercise, a number of amendments were made to the draft FTP including:
- Removal of Workplace Contributions table;
  - Amendments to the Global Mode Share Targets table;
  - Additional evidence to justify Car Club costs;
  - A reference to indicate the potential for other interested parties to be involved within the NEV Travel Plan Group;
  - Further clarity over the preferred design specifications for travel routes;
  - Additional information provided to clarify the role of the Framework Travel Plan and how it links in with individual site specific travel plans for residential, workplace and school uses;
  - Amendments to the timing of the required contributions;

- An additional explanation to clarify the roles of primary and secondary roads;
- An additional reference to the canal and associated pathways and how they could be utilised by pedestrians and cyclists.

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Tel: 01793 445500 Fax: 01793 463331 E-mail: [customerservices@swindon.gov.uk](mailto:customerservices@swindon.gov.uk)

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