

My comments begin by pointing out the fabrications included in this Application which seriously undermine its integrity and make it appear to be a submission written by someone who has not visited West Ashton, Trowbridge or Bradford on Avon.

2.1.1 Local facilities. West Ashton does have a small primary school and a village hall, both located on Bratton Rd. The public house is in Yarnbrook, half-a-mile away and most important, transport connections to Trowbridge and Bradford, described as "excellent", simply don't exist.

2.1.4 West Ashton Primary School is located within walking distance of the site but the walk is along the very narrow and overgrown footpath running alongside the A350 which, as a major European Highway carrying huge volumes of traffic, including many HGVs, and agricultural machinery working out of Ashton Farms large industrial site directly opposite the proposed development. The speed limit past the proposed access road to the site is 40 mph. When the grass in the verge reaches full height, primary age children are barely visible from vehicles speeding past barely 1 metre away.

Note: a previous development was granted permission to build houses on the corner of Bratton Rd and the A350 provisional to creating a walkway to the School through the estate. The developer reneged; the Council did not follow through enforcement.

2.1.5 Public Transport Links. It is claimed here that, "The site benefits from excellent public transport connectivity [including] Regular bus routes ... to Trowbridge, Bradford on Avon, and Bath".

This claim is errant nonsense. There are no regular or irregular bus routes from or to West Ashton. **There are no bus services what so ever!**

Similarly, **Ashton Park Railway Station simply doesn't exist** so there is no support for "sustainable commuting patterns". Likewise, since there is no bus service or safe cycle paths from West Ashton to Trowbridge Station or anywhere else, there is no support for "sustainable commuting patterns" or "genuine choice of transport modes".

This serious misrepresentation of "The site's proximity to existing services and transport connections to larger settlements" calls into question the Application's compliance with the requirements of Paragraph 110 of the NPPF.

5.3 This section promises "appropriate landscaping and biodiversity enhancements". Long term residents of West Ashton will remember similar promises made for development of adjacent 'Sunnyside'. No landscaping was carried out, hedgerows and the few apple trees remaining from the old orchard were torn up, and a very large stand of mature Ash trees was cut down and burned. A Council Officer who later came to assess the damage estimated that the volume destroyed was well in excess of the allowed 5 cubic metres which carries a fine of up to £20,000. Once again, the conditions attached by Wiltshire Council to the Planning Permission were not enforced.

This leads to maintenance of existing trees, shrubs and hedges. The developers of the estate on the corner of Bratton Rd and the A350 agreed to maintain the trees and hedges along the highway. They haven't done this and Wiltshire Council has failed to enforce its Planning Conditions. The result is the inevitable overgrowing of species with unattended hedges being choked by brambles and the considerable danger of large trees growing over the A350 either falling down during severe storms or being broken off by speeding lorries and left obstructing the highway. And, not so long ago, trees in contact with the electricity substation on the North side of the A350 caught fire and blacked out the village.

The proposed development site currently has overgrown Hawthorn hedges and prolific brambles right along the A350 boundary. The previous owner of Lifely Farm of which the land proposed for the current development was part until very recently sold off to Millen Homes, allowed the hedges and brambles to spread unchecked so that neighbours have had to take it upon themselves to trim back brambles that spread across the footpath, some at head height and so potentially hazardous to one's face and eyes. Lower ones, obviously, add another danger for children walking to and from school. To add insult to injury, the overgrown hedges and brambles actually obscure the speed limit sign which is a few metres from the proposed access road to the site. I would ask the Council to make absolutely clear who will be responsible for controlling growth of hedges and brambles along the A350 boundary and to then enforce the Order.

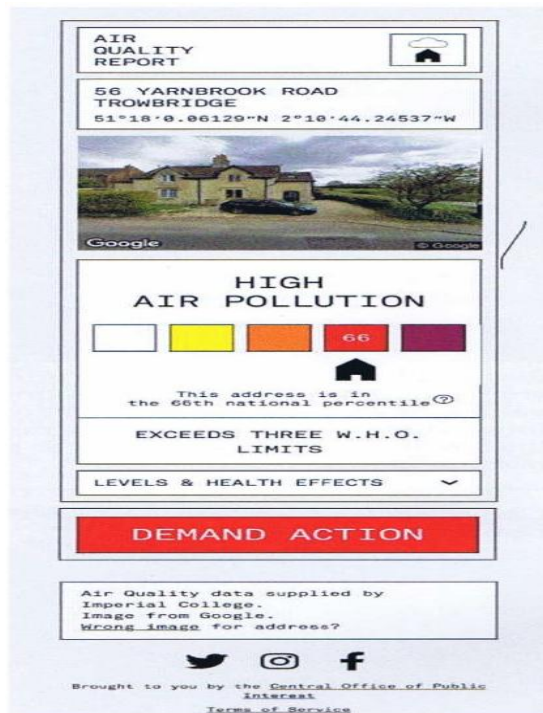
6 Access Statement

This Statement and its sub-clauses in common with so much else in this Planning Application shows little or no knowledge or comprehension of the volumes and nature of traffic on the A350. It is the main North-South route from the M4 to the South Coast. Wiltshire Council can consult its own statistics to remind its Planning Officers of the strategic importance of this road and just how many vehicles use it 24 hours every day of the year. In the not so long term (within a year) the next phase of the Chippenham By-Pass will be completed along with the huge housing developments around Chippenham, Trowbridge and Warminster. The volume of traffic is set to multiply several times.

Currently, West Ashton residents who live on the A350, trying to get out of their driveways at peak times, have to wait anything up to 15 minutes before there is a break in the constant stream of traffic, especially since the time sequence of the traffic lights at Bratton Rd was lengthened. Now, I am sure that the Applicants have produced a comprehensive safety assessment but the Access Statement mentions only redesigning the existing entrance to conform to required safety standards. I feel for the residents who will face the long wait to get into or out of their homes. Fortunately, the new residents will have adequate parking and use of charging points because if all or even just a few of the 20+ cars that are envisaged try to leave at the same time there will be a minor traffic jam. Perhaps providing access through Orchard Close is a better option?

Finally, as the **Imperial College Air Quality Report** shows, West Ashton already rates **High Air Pollution**, exceeding as it does three WHO limits which **"DEMAND ACTION"**. Potential buyers should be made aware of this.

In conclusion, I have no objection to houses of the proposed type being built on this field. Well designed and situated homes are to be welcomed. But I do feel that any future residents are being let down by this disingenuous Application which seems to have been prepared by developers with little or no knowledge or comprehension of the actual place, writing a submission that just ticks all the boxes. Trouble is, it doesn't even do that.



AIR
QUALITY
REPORT



56 YARNBROOK ROAD
TROWBRIDGE
51°18'0.06120"N 2°10'44.24537"W



HIGH
AIR POLLUTION



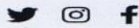
This address is in
the 66th national percentile ②

EXCEEDS THREE W.H.O.
LIMITS

LEVELS & HEALTH EFFECTS ▾

DEMAND ACTION

Air Quality data supplied by
Imperial College.
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