



Marlborough

Area Neighbourhood Plan

INFORMAL CONSULTATION JULY/AUGUST 2019



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Background

In 2015, the parishes of Marlborough, Mildenhall, Preshute and Savernake agreed to work together towards the production of a Neighbourhood Plan, a document that will work alongside Wiltshire Council's Local Plan and carry statutory weight in shaping future development of land use in those parishes. A wide call for volunteers was made and the Marlborough Area Neighbourhood Plan (MANP) Steering Group was formed with Marlborough Town Council acting as its co-ordinating body.

Initial consultations were held in 2016 and the views collected gave a clear direction of what was important to address in the Neighbourhood Plan. The key points were:

Housing

- Lack of affordable housing for sale and for rent, specifically for younger people or those looking to downsize including more social housing
- More variety in the range of sizes of homes, including smaller family homes
- Less retirement complexes

Amenities

- Lack of parking capacity for residents
- Additional GP services and improved GP facilities, including parking provision
- A replacement Preshute Primary School
- Improvement of local sports facilities
- Additional cemetery provision
- Lack of comprehensive planning, specifically in delivering infrastructure

Countryside and Recreation

- Overall, the consultation highlighted that:
- Open spaces are valued and should be protected from harmful development
- Maintenance and improvement of existing green spaces
- Improved access to the countryside through enhancing the existing network of rights of way, footpaths and cycle ways and new public open spaces

Business and Employment

- An increase in high density employment locations
- Promotion of tourism
- Lack of parking for visitors and workers
- Support for rural diversification and use of rural buildings

Design, Conservation and Heritage

- Protecting local areas of outstanding natural beauty, specifically the Rivers Kennet and Og and their associated water meadows

These consultations were followed by exercises to back up these initial findings including a Housing Needs Analysis, Car Parking Survey and Town Centre Benchmarking. Alongside this, a call for sites was made asking landowners to put forward potential sites to meet community need – affordable housing, more car parking, improved health facilities, a replacement for Preshute School, recreation land and a new cemetery.

Before finalising the draft Plan and its policies and moving onto the final statutory stages of the process, the Steering Group wanted comments on what was being proposed to make sure the views of the community were captured and in July and August 2019 held a further informal consultation.

Methodology

The consultation was opened on 12 July 2019 and ran to 12 August 2019. Exhibitions were held at the following locations in the Marlborough Neighbourhood area:

Manton Village Hall
Wednesday, 17 July: 6.pm-8.pm
Marlborough Town Hall
Saturday, 20 July: 10.am–3.pm
Marlborough Area Board
Tuesday, 23 July: 6.pm–7.pm
Mildenhall Village Hall
Wednesday, 24 July: 6.pm–8.pm

Steering Group members were available at each of these well attended sessions to answer questions and encourage visitors to complete surveys. A copy of the survey is at **Appendix A**. This was also available online at the Town Council's website at: www.marlborough-tc.gov.uk and shared widely via social media. Paper copies were also available at the Town Council offices and in the Library. Banners and posters were displayed on notice boards throughout the town and the consultation and exhibitions also promoted via Marlborough.News and in an editorial in the Gazette & Herald and Town and Country magazine.



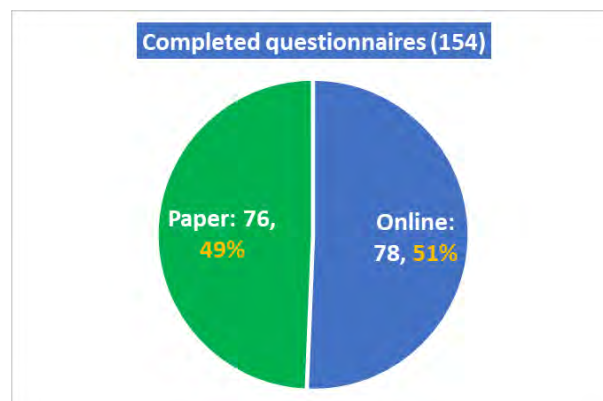
SURVEYS

Surveys covered a range of quantitative and qualitative questions covering key themes – Housing, Amenities, Countryside and Recreation, Business and Employment and Design, Conservation and heritage. They were designed by the Steering Group and consultants, O'NeillHomer.

Consultation Feedback - The Stats

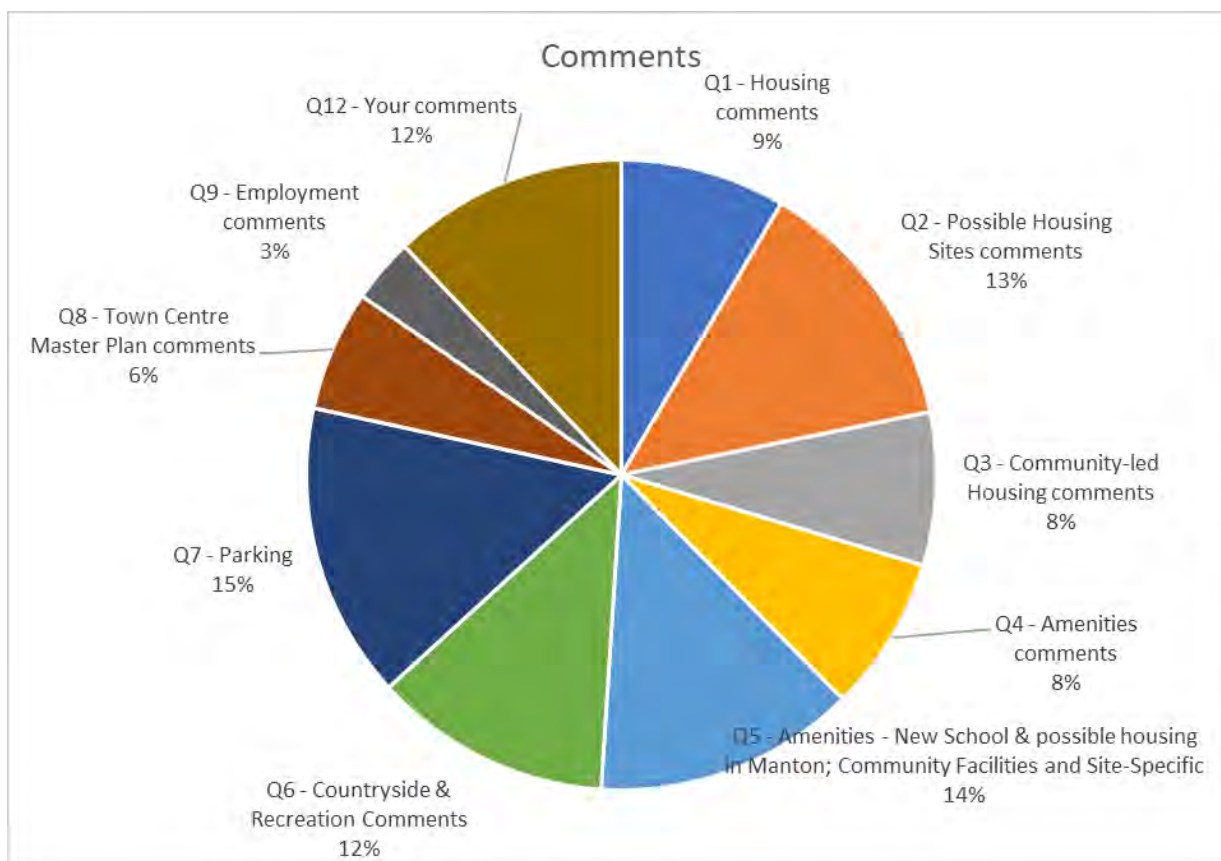
A total of 154 responses were received (online and paper responses combined). Overall responses are broken down as follows:

Response Type	Number Received
Online	78
Paper	76
Total	154



Comments

Not all respondents left comments but of the **968** comments received, these were broken down under relevant themes and 12 questions as follows:



A breakdown of comments is at **Appendix B** and all consultation comments are listed at **Appendix C**. Comments about proposed sites are dealt with separately.

HOUSING

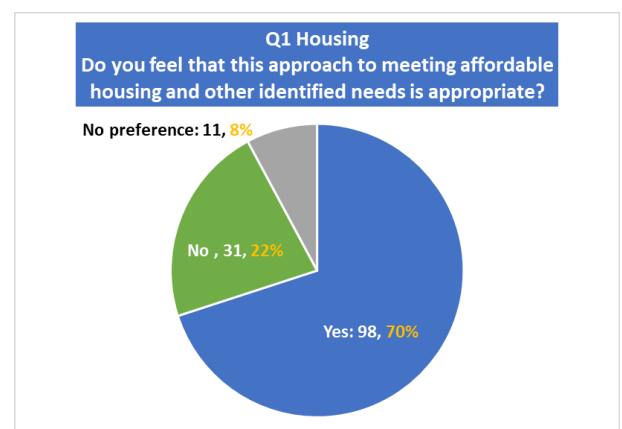
The MANP approach is to allocate sites that meet community needs. The Steering Group has established that affordable homes (approx.100) is one of those needs. Through initial consultation and evidence gathering, it was also identified that a replacement for Preshute School (building and facilities), improved health facilities, an enlarged or new cemetery, more car parking and improved sports facilities are all necessary. The Steering Group has been looking for sites that can deliver these needs, accepting that there will be some open market housing needed which in turn can contribute to the housing requirement figure that will come forward as part of the Wiltshire Local Plan Review that the Marlborough Neighbourhood area will have to meet.

QUESTION 1: DO YOU FEEL THAT THIS APPROACH TO MEETING AFFORDABLE HOUSING AND OTHER IDENTIFIED NEEDS IS APPROPRIATE?

Of 141 respondents, 70% felt that this was the right approach, 22% did not and 8% had no view on it.

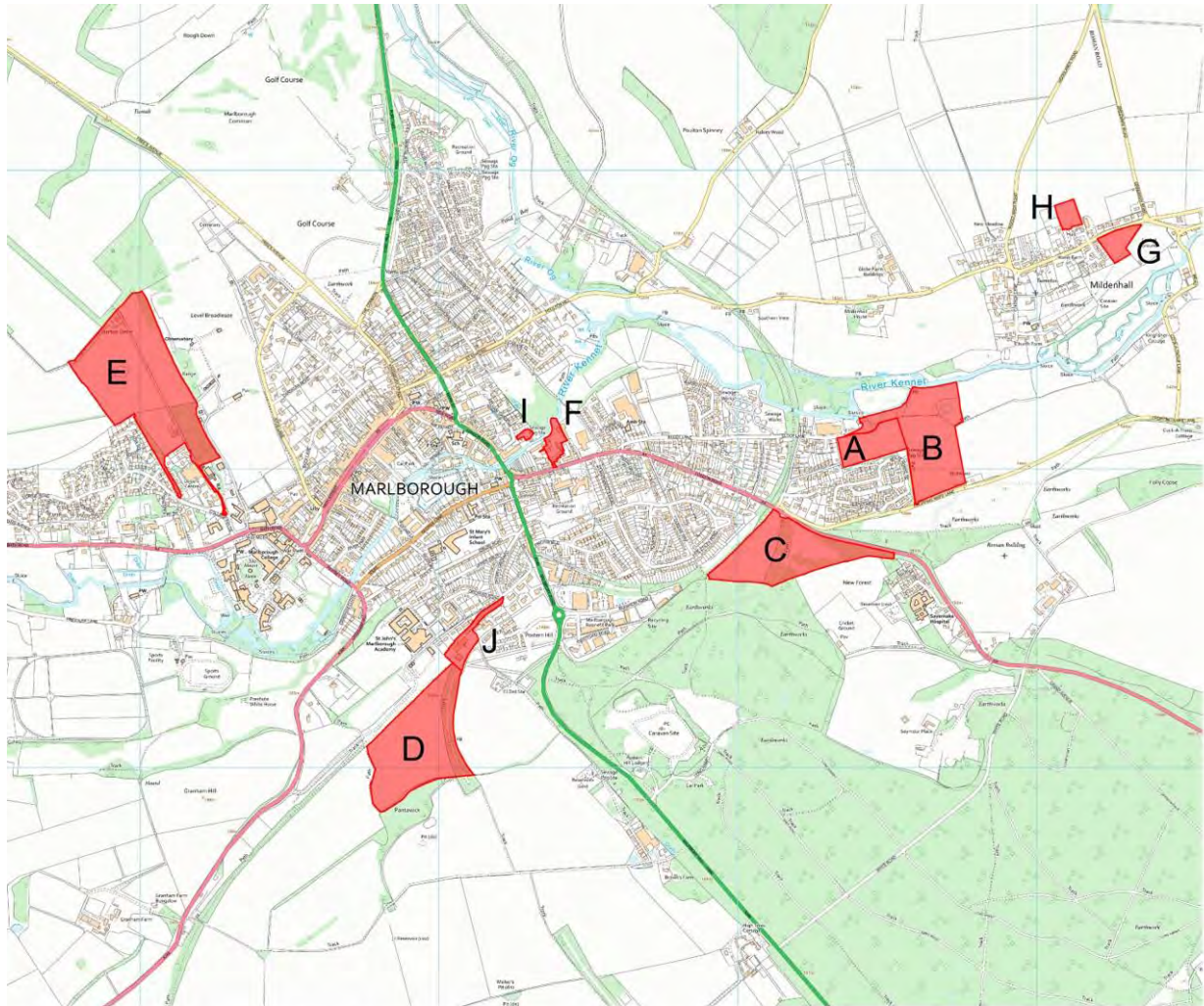
Of the 81 open comments received, there was strength of feeling about the need for more affordable housing (including social housing, rental, low cost, shared ownership), concern about whether infrastructure could cope with more housing (schools, medical facilities, roads, etc), that there were too many retirement homes and too little housing for young people and that any new housing development should be sustainable and environmentally friendly. Of the 22% who disagreed with the approach taken, most felt that there was no requirement for more affordable housing.

*A full breakdown of responses is at **Appendices B and C***



SITES

In line with the MANP approach on housing, the Steering Group held a call for sites exercise inviting landowners to put forward land to meet criteria. This land was then matched against the criteria - the Stage 1 assessment. There will be other criteria used to continue this assessment process including a sustainability appraisal and viability tests to identify whether the land put forward is suitable and viable. Those which passed Stage 1 are labelled A – J overleaf (also see Table 1).



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QUESTION 2: DO YOU HAVE ANY SPECIFIC COMMENTS YOU WANT TO MAKE ON THE SITES THAT HAVE BEEN PUT FORWARD?

Of the 79 respondents who replied, 59% had comments to make on sites selected, 32% had no comments and 9% had no preferences. Comments on each site are set out in Table 1 overleaf.

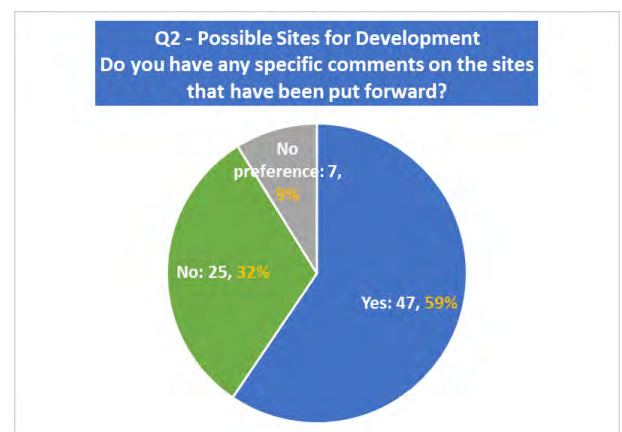


TABLE 1		
A	Land off Elcot Lane	Access problems. Need to protect open land. Infrastructure issues. No local amenities. Major widening of Elcot Lane and Chopping Knife Lane needed. Roundabout needed. Too close to river. Devaluation of current properties.
B	Further land off Elcot Lane	Access problems. Too far from town centre. Spoils visual amenity. Close to archaeological site. Extends Marlborough development too far east towards Mildenhall (1 field away). Village needs separate identity. Too close to river. No local amenities. Part water meadow/agricultural land. Good for nature reserve. Devaluation of current properties.
C	Land south of A4, London Road	Development will have considerable adverse impact. Would spoil outstanding wildlife. Detrimental effect on amenity value of historic Savernake Forest. Too imposing for town. Too sloping for housing. Impact on bats and biodiversity. Important green space. Known locally as Three Corner Field. Local amenity. Major engineering work needed. Needs a roundabout. Recreational value. Important green approach to town.
D	Further land west of Salisbury Road	AONB conflicts with bat sanctuary in railway cutting. Poor infrastructure at this site. Need to protect open land. Woodland known as Pantawick is an important wildlife site. If access is through current Salisbury road site then this will put greater pressure on road system. More traffic congestion. Too far from town. Need to safeguard possibility of future railway. Relief road needed. Steep hill. Needs access to Pewsey Road. Makes sense to add to existing development. Could re-start expansion of St John's School. This would extend development into open countryside.
E	Barton Dene	Advantage being close to town. Possible CLT housing. Some access issues. Creation of new access road would have environmental impact. Any development would impact current residents. Only if all affordable housing. Need to avoid risk of providing gateway for development along north side of College Fields. Exit/entrance unsustainable. Preshute School would be sustainable at this site.
F	Pelham Court	Appropriate. Good central site. More appropriate for high density business use. Mixed development.
G	Mildenhall land adj. Playing Field	Increased parking issues. Poor public services. Impact on conservation area. Increase in traffic flow. Appropriate. Needs careful design. Should be considered as a rural exception site.
H	Mildenhall	Appropriate. Less visual adverse impact. Development will increase access problems. Should be considered as a rural exception site.
I	Kelham Gardens (former utility site)	Contaminated site – would need de-contamination. Ideal. Good for parking. Good central site. More appropriate for high density business use. Site clean-up needed. Mixed development.
J	Former Resource Centre, Cherry Orchard	Inappropriate due to access problems and traffic congestions. Mixed development.

COMMUNITY-LED HOUSING

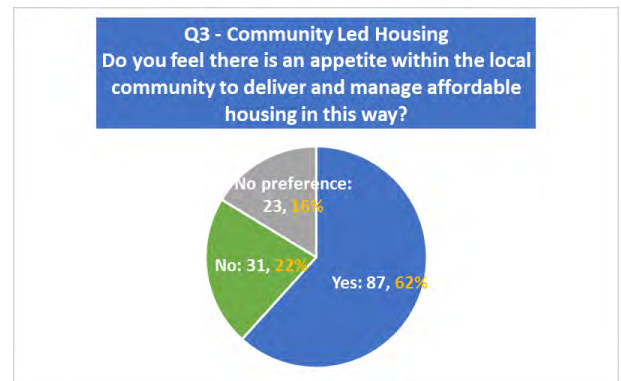
Affordability is a common concern in many local communities where it is difficult for all but the most affluent households to be able to live in the area. Local communities all over England have been taking charge and delivering community-led housing to start to fix this problem. Essentially, community-led housing is homes that are built by the community to meet their needs. Schemes are usually brought forward or facilitated by a community organisation (like town and parish

councils) with the intention to deliver the scheme through a local community organisation, in a manner of their choosing that will ensure the local community has control of the scheme in perpetuity. There may be an opportunity to deliver affordable homes in this way in the MANP Area by the setting up of Community Land Trusts by interested organisations or individuals.

QUESTION 3: DO YOU FEEL THERE IS AN APPETITE WITHIN THE LOCAL COMMUNITY TO DELIVER AND MANAGE AFFORDABLE HOUSING IN THIS WAY?

Of 141 responses, 62% felt that there would be an appetite for this within the community, with 22% feeling that there was not with 16% having no preference.

Where there was a feeling that this could go forward, comments were around it being good to have housing run locally for local people and that this sort of affordable housing should be environmentally friendly and sustainable. There were also comments from some wanting to find out more. Of the 22% of respondents not feeling that CLT was a good initiative, the feedback was that no further affordable homes were needed.



A full breakdown of responses is at **Appendices B and C**

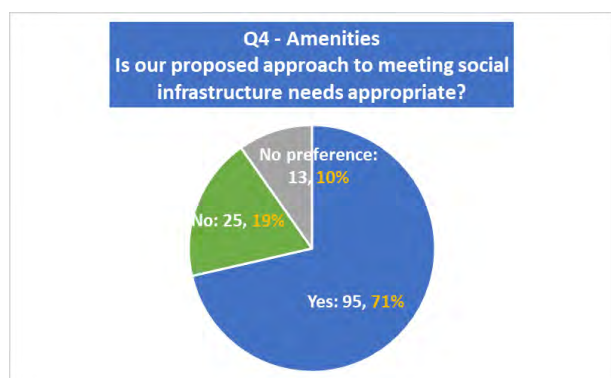
AMENITIES

From previous consultations and evidence gathering, it is clear that there is a need for improved and increased health facilities, a new or enlarged cemetery and improved sports facilities. As outlined in the Housing section, the Steering Group would like the Neighbourhood Plan policies to deliver these by allocating sites that will meet these needs (along with our affordable housing needs). It may be necessary to allocate some enabling housing development to facilitate the delivery of much needed social infrastructure.

QUESTION 4: IS OUR PROPOSED APPROACH TO MEETING SOCIAL INFRASTRUCTURE NEEDS APPROPRIATE?

Of 133 responses, 71% felt that this was the right approach, 19% did not and 10% had no preference.

There were fewer open comments (15) aligned to this question with the highest number referring to the need for improved health facilities and a new doctors surgery, more sports facilities, cemetery land and a new school. Other comments include developers meeting their commitments.



A full breakdown of responses is at **Appendices B and C**

PROTECTING COMMUNITY FACILITIES

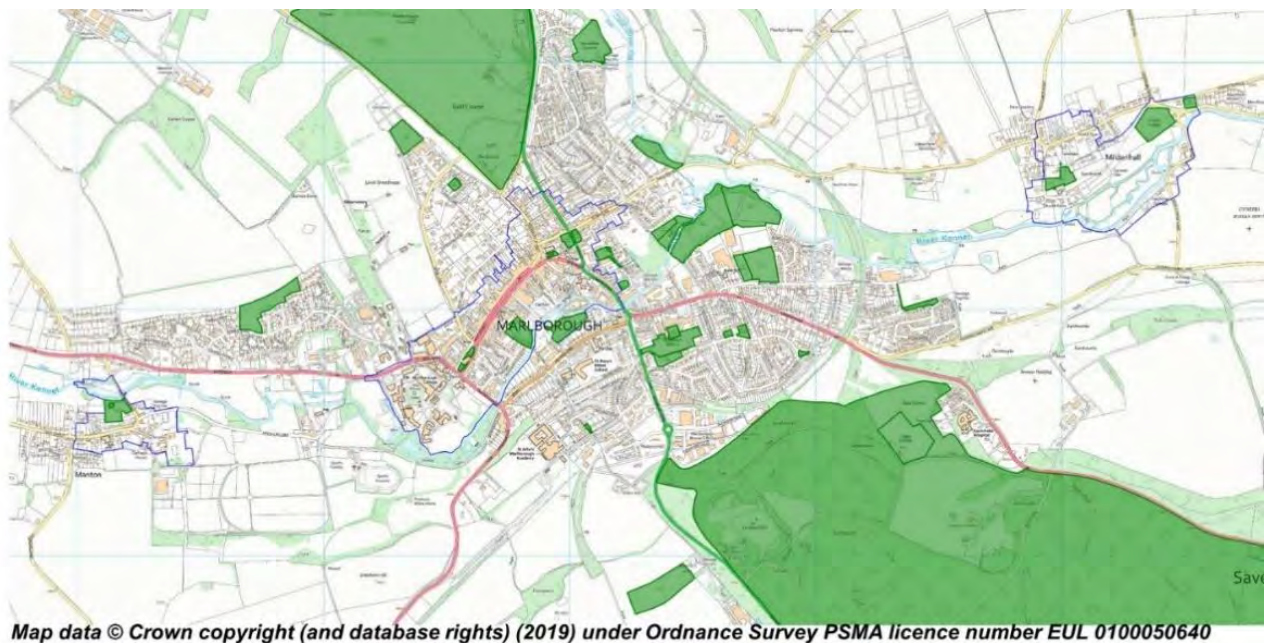
In addition to looking at providing new facilities, the Plan should protect existing community facilities from unnecessary loss and the Steering Group intends to include a policy to that effect. During the lifetime of the Plan, some public buildings may become available and in addition to protecting community uses, it should say something about those sites specifically when it becomes clear which these might be. For example, this might include the Police Station in George Lane, Preshute School in Manton, Marlborough Library, the Town Hall and Savernake Hospital

A Call for Sites exercise for the replacement of Preshute School (its building and facilities) is taking place as a stand-alone exercise and will be the subject of a separate, focused consultation.

QUESTION 5: DO YOU HAVE ANY VIEWS AS TO WHAT TYPE OF DEVELOPMENT SHOULD BE ENCOURAGED?

Of 101 comments, the community buildings which respondents most wanted to retain were the Police Station (for use as a medical centre, affordable homes or a community hub), Marlborough Library, Savernake Hospital, St Peter's School (now sold by the landowner), Preshute School and the Town Hall. The sort of development that should be encouraged included improved health facilities, more facilities for young people, affordable homes, a Tourist Information Centre and a Community Hub. Some felt that there should be no disposals or any changes at all to current community buildings and a clear message that there should be no further retirement homes

COUNTRYSIDE AND RECREATION



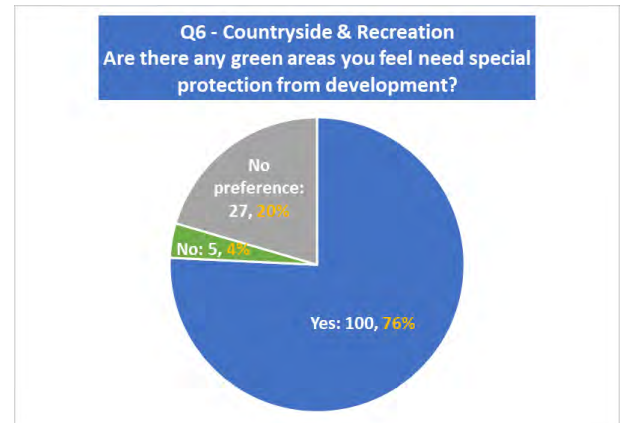
Previous consultation has indicated that improvements should be made to access to the countryside through enhancing the existing green network. The Steering Group wants to include a policy identifying what we have and where those opportunities might be so that developments contribute to this. As a starting point, the Steering Group has identified existing green spaces to look at how they are connected to each other and with the surrounding countryside

Neighbourhood Plans are able to identify, for special protection, small areas of green space as Local Green Spaces. Designating land in this way means development can be ruled out other than in very special circumstances, but each space has to meet tests set out in National Planning Policy Framework. The Steering Group is assessing each of these green spaces and also looking at those that might have community value if they don't meet the criteria for the special designation.

QUESTION 6: ARE THERE ANY GREEN AREAS YOU FEEL NEED SPECIAL PROTECTION FROM DEVELOPMENT? IF SO, PLEASE STATE WHERE AND WHY

Of 132 respondents, 76% felt that there were areas that needed special designation, 20% had no particular preference and 4% felt none needed protection.

Of 114 comments, most respondents felt all green sites should be retained, then the open space at Barton Park, the area known locally as 3 Cornered Meadow (and also identified as Site C in this consultation as potential land for development), The Common, Savernake Forest and its immediate surrounding areas, St John's Allotments, Elcot Lane Village Green, then equally River Kennet and its environs, local parks, Stonebridge Meadow, Treacle Bolly, the area above the Salisbury Road development, the 3 areas of green space at St Margaret's Mead, Mildenhall Cricket Ground, Coopers Meadow, The Green and the Jubilee Plantation on The Common.



A full breakdown of responses is at **Appendices B and C**

BUSINESS AND EMPLOYMENT

PARKING

Previous consultations give clear indications that car parking is a major issue for residents, visitors and workers. Evidence (a Car Parking Study) confirms that car parking is an enabling factor in terms of business, tourism and employment. To help with this, the Steering Group is proposing some additional car parking provision at the Rugby Club site adjacent to Frees Avenue.

QUESTION 7: WHAT ARE YOUR VIEWS ON ADDITIONAL PARKING PROVISION IN AND AROUND THE TOWN?

Of the 136 comments received on parking, a large proportion agreed that parking was inadequate in Marlborough and that it was expensive. Responses indicated that additional car parking at the Rugby Club should go forward with around a third of that number feeling that it was too far away from the town centre, not appropriate on common land or unsafe. Suggested solutions are out of town parking, a Park & Ride Scheme, a multi-storey car park (in keeping with its surroundings and two tier) and a residents parking scheme.

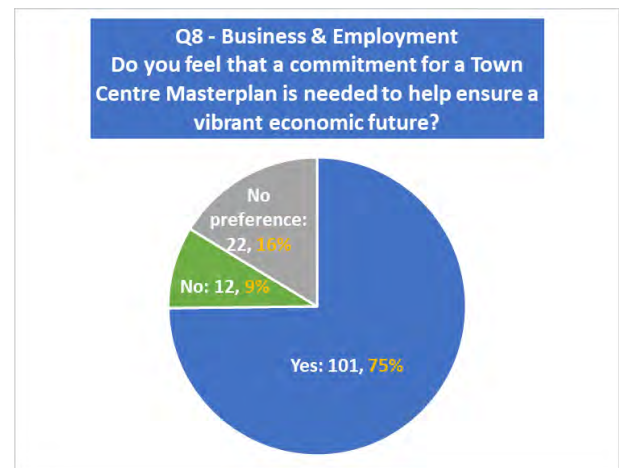
TOWN CENTRE MASTER PLAN

Existing studies (including a recent Benchmarking exercise) show that Marlborough has a thriving Town Centre, but it must be able to withstand changing economic circumstances. The Neighbourhood Plan is a good starting point to set out a town centre strategy for the future. This will include how retail, commercial and leisure developments are managed in the town centre and elsewhere in the MANP area.

QUESTION 8: DO YOU FEEL THAT A COMMITMENT FOR A TOWN CENTRE MASTERPLAN IS NEEDED TO HELP ENSURE A VIBRANT ECONOMIC FUTURE?

Of 135 respondents, 75% felt that a Town Centre Master Plan was needed, 16% had no preference and 9% saw no requirement for it.

Comments (52) included that a Master Plan should help with parking issues, that more was needed for young people, that obstacles included high business rates and too many empty buildings, charity shops, coffee shops and ladies dress shops.



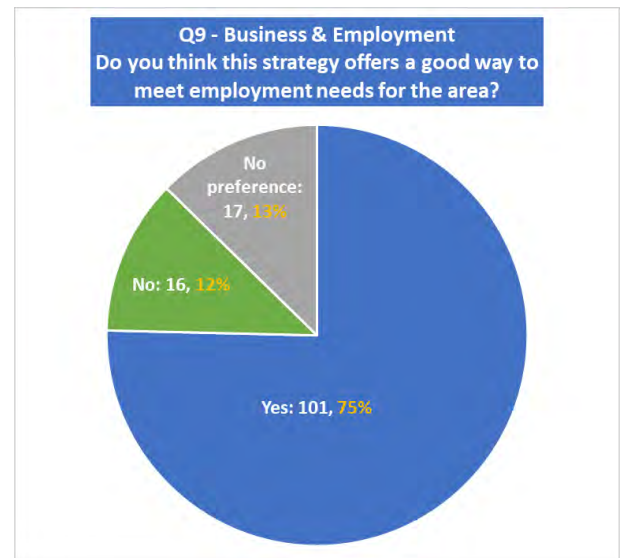
EMPLOYMENT STRATEGY

The Salisbury Road Business Park is fully developed and has proved successful. Although Wiltshire's strategic policy for the Marlborough area proposes a need for 3 ha of employment land, the Steering Group has been unable to identify suitable land. MANP strategy should be to focus on:

- Delivering jobs at higher density than may have been assumed by Wiltshire Council. For example, a greater proportion of office and small flexible type workspace. This will in turn reduce the need to find additional employment land.
- Protecting current employment uses (business, general industrial use, storage and distribution) and encourage retail in the town.
- There are a number of rural building conversions to office/workshop uses that operate successfully. We would like the MANP to identify more of these and encourage other schemes to come forward.

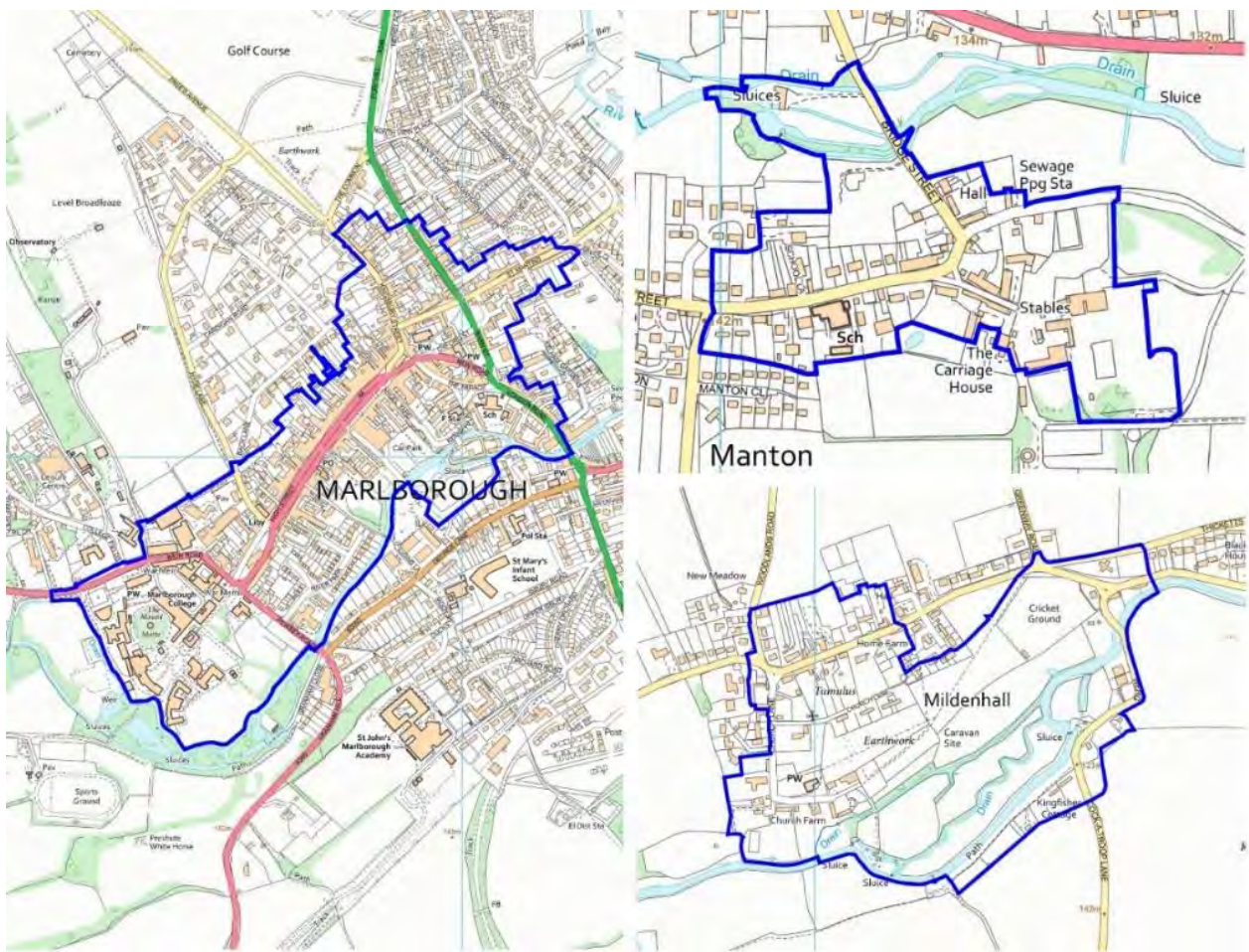
QUESTION 9: DO YOU THINK THIS STRATEGY OFFERS A GOOD WAY TO MEET EMPLOYMENT NEEDS FOR THE AREA?

Of 134 respondents, 75% agreed that this strategy offers a good way to meet employment need, 12% felt it did not and 13% had no preference. A wide variety of comments accompanied this question including the need to encourage lower rents and non-domestic rates, that some of the potential housing sites could be used for employment, parking solutions were needed for workers, the need to identify buildings for commercial use and concerns around employment sites being used for housing.



A full breakdown of responses is at **Appendices B and C**

DESIGN, CONSERVATION AND HERITAGE



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The Marlborough Neighbourhood Plan area has valued landscapes and a wealth of heritage assets which form part of its local character and identity. There is existing guidance from historic Conservation Area Statements for Marlborough, Manton and Mildenhall. In each case, the guidance is focused on the respective Conservation Areas as these locations are especially sensitive to change through new development. However, development proposals lying within the setting to the Conservation Areas may also have important effects. The other parts of the town and villages beyond also have some essential characteristics that warrant design guidance. The Neighbourhood Plan will include policies to inform design proposals in each Conservation Area and elsewhere

QUESTION 10: WHAT DO YOU THINK ARE THE MOST IMPORTANT CONSIDERATIONS IN THE DESIGN OF NEW BUILDINGS IN THE NEIGHBOURHOOD PLAN AREA?

Comments (116) included that all development must blend with existing buildings and that development must be eco-friendly, sustainable and energy efficient with height kept at minimal levels to preserve views. Also, that dwellings should be built to a high quality and with provision for parking and cycle storage. There were comments too that social housing should not be standard and uninspired development. Design outside of conservation areas was important too.

*A full breakdown of responses is at **Appendices B and C***

QUESTION 11: WHAT ARE THE MOST IMPORTANT ASPECTS OF OUR HERITAGE THAT NEED TO BE PRESERVED?

Comments (104) include that architecture and listed buildings (including churches) must be preserved as well as the history of the area and Marlborough's High Street (including its famous width), the Library, Manton High Street and the Town Hall also feature. There was much support too for the preservation of forest, woodland, farmland and open spaces.

*A full breakdown of responses is at **Appendices B and C***

OTHER COMMENTS

QUESTION 12. DO YOU HAVE ANY OTHER COMMENTS?

Of 78 general comments, some felt that no new areas were needed for housing. Appreciation was passed to the Neighbourhood Plan Steering Group as well. There was reiteration of points brought out elsewhere such as the need for more affordable housing and fewer retirement homes, measures needed to improve infrastructure, improvements to air quality, traffic congestion and speed. Also, that more facilities are needed for young people. More consideration needs to be given to the environment and green spaces. The need for a bypass and more land for sports facilities were also highlighted.

*A full breakdown of responses is at **Appendices B and C***

CONCLUSION

This informal consultation indicates that the majority of respondents agree with the MANP approach on housing development – to allocate sites that meet community needs (particularly affordable housing). 59% of respondents made wide ranging comments about proposed sites and there is an appetite for local control of lower cost housing through the setting up of Community Land Trusts. There was approval too for the MANP approach to meeting local social infrastructure needs (e.g. a new doctors surgery, recreational land, a cemetery) again, through allocating sites for them. There were a large number of suggestions for green spaces which are clearly important to respondents. A large proportion commented on the problems around parking and put forward possible solutions including support for a parking area adjacent to the Rugby Club. The majority of responses indicated support for a Town Centre Master Plan and the same percentage agreed with MANP's focus on delivering jobs at higher density, protecting current employment uses, encouraging retail in the town centre and identifying rural buildings for conversion to employment use.

A wide variety of helpful comments about design, conservation and heritage were received all confirming the importance of retaining the unique history and heritage of the Neighbourhood Plan area.

The findings of this most recent informal consultation reiterate those views taken 3 years ago and evidenced by a Housing Needs survey, a Car Parking Study and Town Centre Benchmarking

The Steering Group would like to take the opportunity of assuring all residents that there was a wide-reaching invitation to local community and voluntary groups and interested individuals to join the Steering Group when it was established in 2015/16. It is made up of members of town and parish councils, Transition Marlborough, Marlborough College (the largest employer in the town), professionals and interested individuals. It is run through a Terms of Reference and all members have signed up to a Register of Interests.

NEXT STEPS

All comments will be fed back to the Steering Group and will help to steer the drafting of the Plan and its policies. The next stage will be for the completion of a Sustainability Appraisal and Strategic Environmental Assessment which will help to identify those sites which will go forward for the official consultation, known as Regulation 14 in the near future. These comments will influence the contents of the plan.

The Steering Group would like to thank all consultees for participating in its informal consultation which will help to shape the future of Marlborough, Mildenhall, Preshute and Savernake.



Marlborough

Area Neighbourhood Plan

INFORMAL CONSULTATION

QUESTIONNAIRE

HOUSING

It is clear that affordable housing is a major concern to those living in the MANP Area. Our evidence says the same, more specifically our Housing Needs Analysis identified a shortfall of approximately 175 affordable homes. Some have already been delivered through recent development and for now, the shortfall is approximately 100 affordable homes (which includes social housing). We think the MANP should be allocating sites to meet this need

Any approach has to be consistent with the strategic policies of Wiltshire Council which will impose new house building over the next 15 years. Wiltshire Council's Local Plan states that any housing development must include a minimum of 40% affordable housing

The MANP Approach - *To allocate sites that meet our **community** needs.*

We have established that affordable homes (approximately 100) is one of those needs. In the information to follow, you will see that we have also identified that a replacement of Preshute School (building and facilities), improved health facilities, an enlarged or new cemetery, more car parking and improved sports facilities are all necessary. We have been looking for sites that can deliver these needs, accepting that there will be some enabling open market housing needed which in turn can contribute to the housing requirement figure that will come forward as part of the Wiltshire Local Plan Review

We have used this approach to identify land that has been made available by local landowners. There will also be other criteria used to undertake individual site assessments, including a sustainability appraisal and viability tests, to identify whether the land that has been put forward is suitable, viable and able to meet our needs.

Q1. Do you feel that this approach to meeting affordable housing and other identified needs is appropriate?

Yes

☐

No

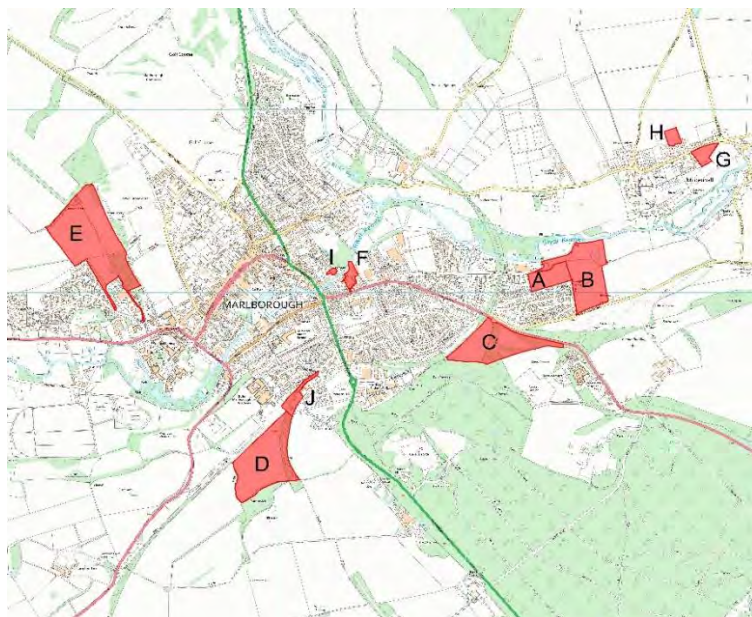
☐

No preference

☐

Your Comments

POSSIBLE SITES FOR DEVELOPMENT



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A	Land off Elcot Lane
B	Further land off Elcot Lane
C	Land south of A4, London Road
D	Further land west of Salisbury Road
E	Barton Dene
F	Pelham Court
G	Mildenhall land adj. Playing Field
H	Mildenhall – various
I	Kelham Gardens (former utility site)
J	Former Resource Centre, Cherry Orchard

Policy: Delivering Affordable Homes in MANP Area Each site will undergo a formal and technical site assessment process. We are working with our consultants to carry out the technical part of this process

Policy: Meeting Local Housing Needs We know you want to see more variety in the range of sizes of homes, including smaller family homes. Our evidence shows we need to prioritise the delivery of smaller homes. We intend to include a policy to ensure this on allocated and windfall housing sites.

Q2. Do you have any specific comments you want to make on the sites that have been put forward?

Yes

☐

No

☐

No preference

☐

Your Comments

COMMUNITY-LED HOUSING

Affordability is a common concern in many local communities where it is difficult for all but the most affluent households to be able to live in the area. Local communities all over England have been taking charge and delivering community-led housing to start to fix this problem.

What is community-led housing and how does it work?

Essentially, community-led housing is homes that are built by the community to meet their needs. Schemes are usually brought forward by, or facilitated by, a community organisation (like town and parish councils), with the intention to deliver the scheme through a local community organisation, in a manner of their choosing, that will ensure the local community has control of the scheme in perpetuity.

How you can help...

There may be an opportunity to deliver affordable homes in this way in the MANP Area by the setting up of Community Land Trusts by interested organisations or individuals.

Q3. Do you feel there is an appetite within the local community to deliver and manage affordable housing in this way?

Yes

☐

No

☐

No preference

☐

Your Comments

AMENITIES

Policies: Improving Local Health Services, Sports Facilities, new Cemetery land

We know from our survey work with you in the past and our own evidence that there is a need for improved and increased health facilities, a new or enlarged cemetery and improved sports facilities. We have outlined what our approach to these matters are in the Housing section in that we would like the policies of MANP to deliver these by allocating sites that will meet these needs (along with our affordable housing needs). In some cases, it may be necessary to allocate some enabling housing development to facilitate the delivery of our much-needed social infrastructure

Q4. Is our proposed approach to meeting social infrastructure needs appropriate?

Yes

☐

No

☐

No preference

☐

Your Comments

Policies: New School and possible housing in Manton

Note: we are in the process of undertaking a call for sites exercise for the replacement of Preshute School (its building and facilities) and have not yet identified what land may be available for this purpose

Policies: Community Facilities and Site-specific

In addition to looking at providing new facilities, we also think that the MANP should protect community facilities from unnecessary loss and intend to include a policy to that effect. During the lifetime of the plan, some public buildings may become available, and in addition to protecting community uses, we think the neighbourhood plan should say something about those sites specifically, when it becomes clear what these might be. For example, this might include the Police Station in George Lane, Marlborough Library, the Town Hall and Savernake Hospital

Q5. Do you have any views as to what type of development should be encouraged?

Your Comments

COUNTRYSIDE AND RECREATION

Policy: Protecting and Improving Green Infrastructure, Protecting Local Green Spaces, Protecting Valued Landscapes, Valued Community Spaces

You told us that we need to improve our access to the countryside through enhancing the existing network. We agree and want to include a policy identifying what we have and where those opportunities might be so that developments contribute to this. We have started by identifying existing green spaces to look at how they are connected to each other with the surrounding countryside



We will also review green spaces within the MANP Area and would like to use the neighbourhood plan policies to give them some additional protection as not all are already protected under some form of statute. Some may qualify to be designated as Local Green Spaces*, others might be valued community spaces that you use or have some other value to you that do not meet the criteria for Local Green Space designation

**Neighbourhood plans are able to identify for special protection, small areas of green space which are important to communities as Local Green Spaces. Designating land as such means development can be ruled out other than in very special circumstances, but each space has to meet tests set out in National Planning Policy. We will assess your green spaces against these tests*

Q6. Are there any green areas you feel need special protection from development? If so, please state where and why.

Yes

☐

No

☐

No preference

☐

Your Comments

BUSINESS AND EMPLOYMENT

Policy: Supporting a Thriving Town Centre

We know from our existing studies (including a recent Benchmarking exercise) that Marlborough has a thriving Town Centre, but we need to ensure that we can withstand changing economic circumstances. We think our Neighbourhood Plan is a good starting point to set out a town centre strategy for the future. This will include how retail, commercial and leisure developments are managed in the town centre and elsewhere in the MANP area. You also told us that car parking is a major issue for residents, visitors and workers. Our evidence (a Car Parking Survey) confirms that car parking is an enabling factor in terms of business, tourism and employment. We are proposing some additional car parking provision at the Rugby Club adjacent to Frees Avenue

Q7. What are your views on additional parking provision in and around the town?

Your Comments

Q8. Do you feel that a commitment for a Town Centre Masterplan is needed to help ensure a vibrant economic future?

Yes

☐

No

☐

No preference

☐

Your Comments

Policies: High Density Employment and Rural Employment Sites

The Salisbury Road Business Park has proved successful and is full. Although Wiltshire's strategic policy for our area proposes a need for 3 ha. of employment land, we have not been able to identify suitable land. We continue to look into this matter but, for now, we think the MANP strategy should be to focus on:

1. Delivering jobs at higher density than may have been assumed by Wiltshire. For example, a greater proportion of office and small flexible type workspace. This will in turn reduce the need to find additional employment land.
2. Protecting current employment uses (business, general industrial use, storage and distribution) and encourage retail in the town centre.
3. We also know that there are a number of rural building conversions to office/workshop uses that operate successfully. We would like the MANP to identify more of these and encourage more of these schemes to come forward.

Q9. Do you think this strategy offers a good way to meet employment needs for the area?

Yes

☐

No

☐

No preference

☐

Your Comments

DESIGN, CONSERVATION & HERITAGE

Policies: Design Guidance for the MANP area

Along with our valued landscapes we have a wealth of heritage assets which form part of our character and identity. We have existing guidance from historic Conservation Area Statements for Marlborough, Manton and Mildenhall. In each case, the guidance is focused on the respective Conservation Areas as these locations are especially sensitive to change through new development. However, development proposals lying within the setting to the Conservation Areas may also have important effects. The other parts of the town and villages beyond also have some essential characteristics that warrant design guidance. We are looking to include policies to inform design proposals in each Conservation Area and elsewhere

Conservation Area Maps



Map data Crown copyright (and database rights) (2019) under Ordnance Survey PSMA Survey licence number EUL 0100050640

Q10. What do you think are the most important considerations in the design of new buildings in the Neighbourhood Plan Area?

Your Comments

Q11. What are the most important aspects of our heritage that need to be preserved?

Your Comments

MANP would like to address issues highlighted by you to cover the period to 2036

Now you know that the MANP:

- aims to deliver an identified shortfall of affordable housing and essential social infrastructure
- has policies to encourage development and investment of the right type in the right location, and
- policies that discourage development that will undermine the special historic and landscape character of the area

Q12. Do you have any other comments?

Your Comments

The results of the July consultations will be used to inform our decisions as we work to further progress the Marlborough Area Neighbourhood Plan. The next steps are for a 'Pre Submission Neighbourhood Plan' to be prepared for formal consultation with local residents, Wiltshire Council and other statutory bodies. We will be back with specific details for you to comment on.

Please let us have your completed questionnaires at the end of the exhibition/drop-in session or, alternatively, return them to MANP c/o Town Council Offices, 5 High Street, Marlborough, Wiltshire, SN8 1AA. The consultation is also available online at www.marlborough-tc.gov.uk

THANK YOU FOR TAKING PART IN OUR CONSULTATION

Any information you provide will be treated as confidential and will only be used for the purposes of gathering information for the Marlborough Area Neighbourhood Plan. Any personal information will not be shared with any other parties, but please note that any comments you make may appear anonymously in the published results. Paper copies will be kept secure and electronic files on a drive only accessible to relevant personnel. MANP's Privacy Policy is available online or in hard copy on request.

APPENDIX B – BREAKDOWN OF COMMENTS

Question 1: Do you feel that this approach to meeting affordable housing and other identified needs is appropriate?

More affordable homes (including rental, low cost, social)	12
Improved infrastructure (schools, roads, medical facilities)	7
No requirement for affordable homes	5
Too many retirement homes	4
Housing for young	4
Environmentally friendly, sustainable housing	4
More use of brownfield sites	3
Community Land Trusts (CLT)	2
Developers should not escape responsibilities	2
<u>Other</u> – Opposed to building on green sites, better urban design, more housing for downsizers (not all can afford retirement homes prices), smaller homes needed, no building outside of settlement boundary, not enough employment opportunities, pollution, less reliance on cars, selling off social housing, more bungalows, replacement school, no more housing required, all homes should have access to open space, play areas – not just a rabbit hutch, 100 affordable homes may not be sufficient.	

Question 3: Do you feel there is an appetite within the local community to deliver and manage affordable housing in this way?

Good to be run locally	11
No further affordable housing required	6
For local people	5
Homes should be environmentally friendly and sustainable	3
Interested in finding out more	3
<u>Other</u> - Needs to be really affordable, focus should be on young people, good design, should be integrated with open market homes, developers should consider this for larger sites, self-build, local accountability, needs to be a mixed scheme, developers will always give preference to larger homes, brownfield sites should be used, need for rentable housing, houses for lower paid workers will not work in practice, important way forward, needs good, reliable trustees, town and parish councils should be involved.	

Question 4: Is our proposed approach to meeting social infrastructure needs appropriate?

Improved health facilities/doctors surgery	5
Cemetery land required	2
Sports facilities	2
New school where most needed	2
<u>Other</u> - Developers contributions, extension of rural doctors' practices, aging population changing dynamics of town, improvements to amenities is important	

Question 5: Do you have any views as to what type of development should be encouraged?

Police Station re-used for medical centre, affordable homes or community hub	12
Retain library	11
Preshute School to remain in Manton on current site	9
Preshute School to move to a different site	7
St Peter's School for affordable housing, business units	7
Retain and improve Savernake Hospital	7
New health centre/doctor's surgery	7
No more retirement homes	6
No change on existing facilities	6
Facilities for young people	5
A community hub	3
Retain Town Hall	3
Affordable homes	3
Tourist Information Centre	2
<u>Other</u> - Retail units, men's shed scheme, more leisure facilities, retain Jubilee Orchard, buildings could be affordable housing run by CLT. Do not destroy hamlets, should use brownfield sites, ensure maximum use of community facilities.	

Question 6: Are there any green areas you feel need special protection from development? If so, please state where and why

All green sites should be maintained	21
Open land at Barton Park	17
3 corner meadow (Site C of proposed sites)	12
The Common	9
Savernake Forest (+immediately surrounding areas)	7
St John's Allotments	5
Elcot Lane Sports Field	4
River Kennet environs	4
All local parks	4
Stonebridge Meadow	4
Treacle Bolly	4
Area above Salisbury Road development	3
Three areas of open space at St Margaret's Mead	3
Mildenhall Cricket Ground	3
Coopers Meadow	3
The Green	2
Jubilee Orchard	2
<u>Other</u> – No preference, composting area at The Common, Bay Bridges (outside of area), all areas with biodiversity issues, cycle paths, green buffer zones, public footpaths, College land, riverside walk.	

Question 7: What are your views on additional parking provision in and around the town?

Parking at Rugby club (adjacent to Rugby Club)	32
Inadequate parking	28
Parking at rugby club (too far away, unsafe, common land)	11
Better	9

Park & Ride/Out of town parking	9
Parking – too expensive	9
Encourage less car usage	9
Residents parking solutions	8
Multi-storey (dual level)	5
No parking problems in Marlborough	4
Proposed sites F and I (town centre) could be used for parking	4
Marlborough College to supply land for parking	2
Some free parking	2
Electric car charging points should be included at all car parks	2
Other – a crossing is needed in High St, not a good town centre for residents, there should be no garages built, reduce traffic, St Peters ground could be used as a car park, need a carless High Street, poor car park signage, former Skurry's site could be used for parking, parking at Barton Dene would be closer to the High Street, retail development needs careful consideration,	

Question 8: Do you feel that a commitment for a Town Centre Masterplan is needed to help ensure a vibrant economic future?

It should help address parking issues	4
High business rates and rents are a deterrent	4
Too many empty buildings and charity shops	3
Needs more for young people in the town centre	3
Too many ladies fashion shops	2
Too many coffee shops	2

Question 9: Do you think this strategy offers a good way to meet employment needs for the area?

Some of proposed housing sites could be used for employment – (A,B, D J, I)	6
Concerns around employment sites being used for housing	3
Need to encourage retail in the town	2
Need to encourage cheaper rents and business rates	2
Identify buildings that could be used as commercial space	2
Need better parking arrangements for workers	2
<u>Other</u> - Affordable housing links to employment and retaining staff, needs better public transport, more employment opportunities for young people, more could be done about shared office space and home working, lost manufacturing in Marlborough	

Question 10: What do you think are the most important considerations in the design of new buildings in the Neighbourhood Plan Area?

Blend with existing buildings	49
Eco friendly, sustainable, energy efficient	20
Height at a minimum to preserve views	9
Quality build and materials	6
Houses should be built with adequate parking and with provision for bikes and access to public transport	5
No standard, uninspiring social housing	3

Low density, not large estates	3
All buildings must be balanced with open space provision	3
Design beyond conservation areas as important	2
<u>Other</u> – More bungalows needed, use of brownfield sites, no luminous orange boxes, rural communities must not be left behind, infrastructure important, improvements to existing building stock, no pastiche building as a nod to towns history, keep Marlborough special, no modern buildings, improvements needed to Town Centre, Premier Inn is not appropriate.	

Question 11: What are the most important aspects of our heritage that need to be preserved?

Architecture and listed buildings (incl. churches)	35
Forest, woodland, farmland, open spaces, SSSIs and AONB	27
Maintaining what we currently have - history of town	23
High Street	19
Market Town status	2
Library	2
Town Hall	2
Manton High Street	2
<u>Other</u> – River Kennett, social history, blue plaques, Coaching Inn history, no modern advertising signs, avoiding modern shops (e.g. MacDonalds), climate change is more important.	

Question 12: Do you have any other comments?

No new areas needed for housing – already overloaded	11
Thanks to MANP SG and comments on consultation	10
Needs much improved infrastructure	8
Affordable housing	7
Pollution, traffic, speed, congestion	7
Consider environment, green spaces, healthy living	6
Less retirement homes	4
More for young people	4
Air quality concerns	3
Ensure developers pay CIL and other follow through on responsibilities	2
Protection of farmland	2
Bypass	2
<u>Other</u> – need for bungalows, more sports facilities, brownfield sites to be used more, more innovation needed.	

APPENDIX C – ALL COMMENTS

As written by the respondents in the order they were received

HOUSING

Q1 – DO YOU FEEL THAT THIS APPROACH TO MEETING AFFORDABLE HOUSING AND OTHER IDENTIFIED NEEDS IS APPROPRIATE?

I am opposed to building on green sites
There is already a lot of affordable homes in Marlborough.
Yes
Why do we need more affordable homes? Are we trying to attract low income families.
No further development is required.
I knew nothing of The Area Plan until I heard of the meeting today in the Town Hall, 20th July 2019
I am a University lecturer earning 40,000 per year and can't afford a house.
Marlborough's infrastructure can not cope with any more housing.
The use of a percentage of 'low cost' homes on commercially developed estates is simply not working. This is developing very small houses and flats in the less desirable areas of estates. Witness Salisbury road where social housing is next to the Premier inn and houses with gardens in permanent shade. The same can be seen on the St Johns development. This is a far cry from the social housing developed for example on the Mead where there are decent family homes. At the same time I note that existing older social/low cost housing is being sold off reducing the affordable housing stock. If the town is not to be filled with tiny and long term undesirable housing solutions need to be found to funding affordable sites
Why continually allow people to buy up property that are from outside areas. Why not have a stipulation and an amount of houses that are purely dedicated to keeping people that were born in the area able to afford.
Usage of all unused buildings should be first priority and all developments should have proper affordable housing and use green technology. Marleburg grange is made up of houses that are too big and too expensive for young people wanting to stay in or move to Marlborough. Another opportunity missed
The plan overlooks the fact that existing residents are served poorly by support services, particularly medical facilities and staff. The plan does not confront the real issues confronting the current stakeholders - the residents. While new buildings are required for Preshute Primary, there is no evidence a move is required. This plan did not involve anybody from Manton or Preshute Parishes in its deliberations - a major failing of the guidelines stated in the 2011 Localism Act.
We do not want ever-more houses.
Council allowing Redrow to reduce the affordable housing units on its new development was appalling.
In many cases utilisation of existing sites is preferable-brownfield sites also need to be pushed for.
Within the category of 'affordable housing' it is important to maximise the opportunities to provide 'affordable' houses for local people (social housing for rent to locals, shared equity for locals and houses for sale to locals at discounted rates). Developers require large sites to enable the statutory provision of the 40% affordable - like the c. 250 dwellings Marleburg Grange site currently under development by Redrow. This results in significant inward migration of private house buyers from London etc which the infrastructure cannot support. Therefore we need small scale developments by developers that have a 'social conscience'. Community Land Trusts are the way forward and the potential for social housing development by Wiltshire Council on land that they own (Postern + St Peter's school sites) should be encouraged.
I accept the need for affordable housing. However we are planning for a very different world if we are to effectively tackle climate change. We should be getting rid of car parking spaces and improving cycling and walking infrastructure. Car pools using electric vehicles may be appropriate for villages.
This is TERRIBLE wording of the problem - if you saying land freed up from moving Preshute school COULD be used for Affordable housing then Yes this is a good approach. Any commercial house builds MUST have an affordable element

Until the road network is substantially improved by bypasses no further development should be contemplated. The pollution from traffic is already unacceptable and more houses means more traffic since there is little employment opportunities in the town.
This representation is on behalf of St John's Close Residents' Association and does not cover this issue.
There is a huge concern about the local infrastructure being able to cope with more development. The traffic through Marlborough is a huge problem and more development will add to this existing problem.
Also stop housing associations selling the current stock within the town
I agree that affordable housing is a real issue for the town which needs to be addressed so that we have a vibrant and varied community which is accessible to people all ages and incomes. We need to make sure that young people have the opportunity to live and work in the town so that there is a good balance of ages, particularly when much of the recent residential building has been larger family homes and retirement complexes.
Too much of recent development in the area focuses on retirement and large family homes. Affordable housing will need much more social and shared ownership schemes. Consideration of affordable has to also include availability of good employment - without income nothing is affordable. In addition the term "homes" rather than "houses/flats" etc. is key. To be a home there needs to be consideration of noise, green space, play areas etc. not just a rabbit hutch. Holistic urban design is essential anywhere, particularly in the beautiful town I am very privileged to live in.
It would be useful to know what Wiltshire Councils allocation is for Marlborough, even if just an estimate.
No///No mention of increased traffic and its impact on Marlborough's air pollution levels.
Yes///The evidence has been collected that clearly shows this need.
No///Affordable housing for sale only solves a current issue: the next generation will have the same needs, so ultimately the process is self-defeating. Only a pool of social housing to rent can address the problem in the longer term. Also the effect of an expanded housing stock on infrastructure has to be examined - services, congestion, etc. - also a green-field housing policy contradicts the one on retaining open spaces,
I think the replacement of Preshute School is appropriate, but I think it should only be 25% of housing developments as affordable housing. Whilst we need to ensure that there is affordable housing in Marlborough, we also need to protect the current homeowners' interests. If the average house price in Marlborough declines, due to too much affordable housing, all house prices in the area will suffer.
Traffic
Possibility to use retail units for housing and also convert the old St Peter's school to affordable flats for key workers.
Yes
Affordable homes most important
We need housing so that people can downsize. Not every elderly person wants to live in a retirement home
Affordable housing to rent as well as to buy as not everyone would necessarily want/be able to buy
No more retirement homes
As a young person I'm obviously particularly interested in houses becoming more affordable but it is still unaffordable to me, so more rented accommodation that is affordable would be nice
While appreciating the need to operate within the law the proposals are of limited benefit if developers can escape their responsibilities as easily as McCarthy & Stone on the Clarke & Rodway site
Assuming a 40% target for affordable housing, the other 60% should be mixed and definitely including bungalows!! Retired people who wish to downsize and vacate their family homes need a variety of housing stock. They need to stay independent of car homes etc. NB there is a proliferation of existing bungalows being overdeveloped for profit and turned into non affordable houses at present
The affordability definition does not bring about 1 and 2 bedroom housing WITHOUT restrictions of buying through housing associations and other hurdles - the housing needs to be free to market
Affordable housing is still too expensive for 1st time buyers. Our son wanted to live in Marlborough but new housing in Calne was more affordable

Consider buildings with "environmentally friendly" low impact, sustainable, low carbon footprint credentials as well as accessibility for people with varying physical needs
Representation on behalf of St John's Close Residents Association (SJRA) - see Q6/Q7 only. c/f 788 from online entry
It just depends what the developer considered affordable. £200,000 is not affordable to most young people. 10% deposit is £20,000 - too much for most young person
Provision of affordable housing for EXISTING LOCAL RESIDENTS must be given priority over the development of retirement homes. In particular the redevelopment of the St Peters School site should be restricted by covenant to 1st time buyers
I do not see any mention, apart from above, about car parking. Long stay car parking at a reasonable price seems an essential to me, and possibly more space than the suggested site at the Rugby Club using that good suggestion + more
Yes this is a very positive way to approach the issue and it is vitally important that we put our views across in this way. However, given how things have happened in the past I am concerned that we are just ticking boxes in a process that has been laid down by a central government that is all about command and control and that as a local community, we are just minnows to be tolerated but basically ignored. Unless our plan fits what central government policy is, that's another question, they will take no notice and will impose their centrist policy. Even Wiltshire Council can do little other than to toe the line. Further as we have seen recently it is not all about affordable housing, it's about money needed to fund central government cuts to local authority at unitary level. Money is everything with our control and command government. We as a local community have little relevance or value. That is not to say we should not try but the prospect of anything being listened to is in my opinion remote
Important to encourage young families to the area which appears to be top heavy in retirement housing
I do not agree with a site that spills over the settlement boundary
Environmental considerations also need to be taken into consideration. Need to site health facilities where they are accessible without the need to drive. All public building should be as near zero carbon as possible e.g. solar/PV etc. Re-use of grey water
The concern is how do you retain the 'affordable' status of the new housing at the 40% level - the developers always return less
Whilst I think that Marlborough is in danger of clogging up especially as more houses are added I recognise need for low cost/social. Perhaps a shame it can't be delivered without all the rest of the non low cost houses!
It is an unfortunate fact that there is no mechanism in place to ensure that once affordable homes are built that they only go local, bona fide applicants. In the main they are sold to applicants who will let them & who are seldom local
Affordable is a weasel word; still unaffordable for most working people. We need more social and rented (at less than market rate) housing
Housing needs to focus on young people and families. No more retirement homes - it changes the nature of the town and excludes young people
Housing supply will best meet the needs of the community when left to modest price mechanisms. An artificially high number of low income residents, as created by affordable housing quotas, will harm the vibrancy of the town, diminish council tax revenue per resident, reduce average disposable income (damaging local businesses)
Affordable housing to me & many is under 200,000, try finding that in Marlborough. Even the last over 55 building are going for 370,000 to 380,000. Yes we may need a new school but please if you take it out of the village of Manton and Manton is a village you will kill this village stone dead
Location well selected
Any local plan must take account of mobility and environmental issues that do not depend on the private motor car. Whilst the information presented there is no mention of improved or to-be-developed public transport (frequent and dependable)
I don't feel this approach is best suited to the problem. Affordable housing needs to be flexible rather than freehold
I understand a community land trust would help with affordable housing

I think the plan covers all the issues
MANP approach is the right approach and those on the Steering Group should be praised for their hard work
It would be helpful to know of the 100 shortfall what percentage is social housing and it would be good to put social houses in a mix of developments with good transport links. We have adequate housing for over 55s
We need to know what proportion of affordable housing is social housing. My feeling is that there is a large need for the latter. Social housing should be mixed, not ghettoised
Document doesn't clearly state that 250 dwellings are needed to provide 100 affordable dwellings. Should the document include the size and mix of the other 150 dwellings, i.e. 2/3 bedroom family homes rather than developers 4/5 bedroom or elderly persons homes. Could these be prioritised to local families first, to help keep younger families in the Town. they will use the schools, businesses, shops etc. and hopefully are less likely to cause pressure on the doctors (compared to the elderly). Larger homes could be located on windfall sites
I cannot understand how you can afford to produce so many "affordable" housing. Social housing is being lost after a short time and then unable to build more due to selling off. Large detachable homes are built but no single storey homes. Also social housing and affordable homes are too small for families
Not sure what "enabling open market housing" really means. Assume a number of expensive houses to allow for low cost houses. Marlborough does not need any more expensive houses just affordable homes for our young generation
I agree with the plan
Will 100 affordable homes meet the needs of the area? With a growing population the same problem will occur in years to come, should we look longer term?
Stop developing retirement homes and assign to affordable housing. Also don't build 4/5 bed houses as per Tesco's/St John's sites
I think focus should be on affordable housing to rent, and social/council housing, rather than properties to buy
It would be interesting to know who owns the land being offered, and the benefit to them in selling the space. Financial gain rather than the benefit of the community?
This requires a more robust and clear process of priority of community need
Are there enough employment opportunities in the town for young people who would be the ones who needed affordable housing?
Unsure - see Q12 comment
The minimum of 40% affordable housing is not enough. It should be 75%
Need to improve amenities, roads and parking (for both home and town) and business opportunities, in parallel with or advance of more housing
Until the requirement for affordable housing and health facilities is met, there must be no new retirement housing permitted

QUESTION 2 – DO YOU HAVE ANY SPECIFIC COMMENTS YOU WANT TO MAKE ON THE SITES THAT HAVE BEEN PUT FORWARD?

There should be no more extensive house building in the area, especially on green sites
No
Terrible
No development on any of the sites
My home is adjacent to area A and it seems to me that both A & B would have access problems, both from Chopping Knife Lane and Elcot Lane. They are both narrow with passing places designed for very low traffic volume. Also they are close to or part of the river flood plain.
No
No

You as a council cannot keep building on land that is richly wildlife havens. It's time to take a stand against this that other councils can follow.
Site B is almost a mile from the centre of the town this is likely to add to traffic and parking problems. It will also spoil for all time the wonderful Kennett valley and visual impact. Site C This is on the high escarpment East of the town. It will have considerable adverse visual impact. The site itself is isolated between the disused Railway line and the A4 Site E has many advantages as it is 'in the town' close to shops and facilities and infills. It is exciting that the site might have possibilities for community led housing
No
It would be more useful to have a set of already identified pros and cons for each area and the number of houses and type that could be built in each area
The site shown at Barton Dene is owned by the College and an employee of that business sits on your steering group. This is a major conflict of interest comparable to the controversy over Tertiary education Vice Chancellors who sit on their own Pay Boards. The access to and from the Barton Dene plot is far too limited and would cause significant issues from the existing residents of College Fields. It is understood that the College have bought additional land adjacent to this plot with the expectation of maximising their return at the expense of College Fields residents. This kind of activity is more what is expected from a third rate developer, not a leading education establishment. This is worthy of raising at a higher level. Segregated housing is not favoured by the government, and surely new affordable homes should be constructed within the existing housing developments to ensure an even spread of home sizes. The Barton Dene site in particular would be more suited to another Boarding House, not housing.
It is important to utilise brown field sites as much as possible and prevent urban sprawl onto too many new green field sites. Site D is an example that would overspill into an AONB and put at risk the bat sanctuary in the old railway cutting.
No.
No more houses required you are destroying the town
Totally against Site C this field links to Savernake Forest and so many local people enjoy the walks wildlife and views from this outstanding space!!
Looks good.
i would like to comment on Site G in Mildenhall, next to the recreational ground. This proposed site seems to run the length of the recreational ground locally known as the 'Minal Cricket Pitch'. It is an area heavily used for activities such as village cricket matches, fetes, football, fireworks evenings and brings together the community as a whole. A development built so close to this amenity would be inappropriate and unsympathetic to the appearance and character of the local environment. The proposed development site G runs the length of the Conservation area boundary and this will impact the Conservation Site adversely. The Proposed Development Site G is currently use by a huge number of villagers to walk their dogs and field their horses. The Site G is often used as an overflow car park for events taking place on the Cricket Pitch/Recreational Ground. Where would cars park for events taking place on the Cricket pitch? Already, in the village of Mildenhall, residents must park on the roadside causing issues with traffic having to pass through in single file. A development at Site G would increase parking issues to an unacceptable level. As a development set outside the main town of Marlborough and with a very reduced bus timetable taking residents into the Town, anyone living in the affordable homes would need a car. The siting of affordable homes within the town of Marlborough would be more appropriate. Development at Site G would alter detrimentally the character of the whole village and have a harmful impact on the open and rural feel of the village.
No
The road infrastructure needs to be improved if the Salisbury Road site is used.
C should not be considered.
Yes. The areas need to be kept untouched as the provide children and families with much needed natural environments to explore and enjoy nature.
Land at Elcot lane and more land west of Salisbury road is an unthinkable horror-we need to protect our farmland and farmers too-they are also part of our community.
I have specific objections to development on sites B & C and I have a comment re site D: B - this site lies between the SSSI river Kennet and its water meadows to the north and the County Wildlife Site running along the escarpment to the south. The views of the valley, across the site, from the public right

<p>of way that runs along the edge of the escarpment are outstanding and would be lost with development of site B. Furthermore, opposite the site on the side of the escarpment is a valuable archaeological site - the Iron Age oppidum of Forest Hill. The well preserved earthworks are a rare survivor which extend down the slope to the edge of the proposed boundary of the site. The site forms part of the landscape setting for important natural and heritage assets to the south and north and should not be developed. C - this site is land that forms part of the landscape setting for Savernake Forest and any development would have a detrimental impact upon the amenity value of this historic forest. Furthermore, the land rises steeply here to the Savernake plateau and any development would be visible from the town and from the north side of the Kennet valley. This valuable green space is also used extensively by towns people to access the forest. Development of this site should not be considered. D - although I do not have a specific objection to this site, I have some concerns. The small woodland immediately to the south of the site known as Pantawick is an important habitat for wildlife. There should be a buffer zone between any development and the woodland. Also, if access to the site is via the current Redrow development, this would put even greater pressure on the road system at peak times.</p>
Building on 3 corner field would look too imposing on the town
no
We need to look at transport needs for the sites. Using walking and cycling as a preference. Which sites are on bus routes.
Major concern is access to some of the proposed sites. Some would require significant engineering works to cope with construction and housing traffic.
Fewer homes for the elderly - too many vacant places fifer the over 65s already
As long as the right consultation is carried out that will be fine
H & G are a long way from shops and other town facilities. Building there will inevitably increase traffic flow which is already strangling the area. The derelict site next to the petrol station in Marlborough town should be developed. It is an eyesore and could provide a small amount of housing within walking distance of the town's facilities.
NO
Only that any housing built allows for sufficient parking for the residents without encroaching on existing spaces.
This representation is on behalf of St John's Close Residents' Association and does not cover this issue.
<p>Site E; Barton Dene Specifically the creation of a new road to this site behind the leisure centre which would have a great environmental impact. No such road exists and would lead to the destruction of woodland and grassland rich in wildlife, a home for bats, owls, and deer plus many species of birds including two types of woodpecker, birds of prey such as Buzzards, Red Kites and Sparrowhawks and many small birds like wrens, goldcrest, treecreepers, swifts to name but a few. In addition the area has a woodland with mature trees. chopping down trees is very much against the current trend to preserve the environment and stop global warming. The road would also be very close to existing privately owned houses and the noise and pollution caused by a new road would be very stressful for all these residents and may lead to health issues. The road will run feet away from existing private houses and gardens and is the only road in the whole plan that would cause such problems, only a few of which have been listed here.</p>
No
Broad mix of size and design to accommodate a wide range of residents, both poor and affluent.
Yes
<p>Site B - this extends the settlement edge of Marlborough too Far East so that there is basically only 1 field between Marlborough and Mildenhall. The two settlements need to be kept separate to ensure that they retain their separate identities and do not coalesce. Also the River Kennet is a SSSI and any development close to it needs to protect its fragile environment. Site C - difficult terrain due to slope - would need a lot of ground modelling to fit housing. Need to limit any biodiversity effects on sensitive species in Savernake Forest eg Barbastelle Bats. Site D - this is too far from the centre of town so residents would be likely to drive therefore exacerbating traffic issues in the town centre. Also site would need to consider visual impact from within the Marlborough Downs (AONB) due to its elevated location. Also the old railway tunnel is a very sensitive site for numerous bat species. Preference for Sites E and A - plus C with the above caveats.</p>
<p>Site A is an appropriate site. Site B is a step too far and goes far too close to the river - ecological and flood risk considerations must apply here. Site C would be appropriate I think, particularly from a visual</p>

impact perspective. J and D ditto. Site E is appropriate, as area I,F,H, and G. With all sites transport and parking considerations are key. Developers should contribute to zero emissions local transport solutions (small electric community bus for example).
I don't think anyone wants 'smaller family homes', rather the opposite but at an affordable price. Due to market conditions, unless the council steps in and builds good sized homes (with good sized garden) and strict criteria for who are Local people and whether they can or cannot afford similar on the open market, then the housing wants of the local population will not be met. In terms of the sites, the all have positives and negatives - of course vehicular access would need to be improved with many of them. It would be a shame to build on any site, but needs must.
C Land south of A4 - The "three corner field" in the western section of the site is an important green space, not sure why it is not on the green space map? It is used heavily by dog walkers and as a safe access to the forest, and as a beauty spot to view the town. It is also too steep for housing. The eastern section is potentially a good spot for housing, but the field should be protected.
For each site the increased traffic in Marlborough's congested road infrastructure needs to carefully considered
No
Any new site will need to be backed up by improvements to local infrastructure.
the Barton Farm site, as presented, impinges too severely on existing developments.
Traffic and pollution
NO
Further extension to the Salisbury Road site will be very damaging. A346 at this point is regularly on radio traffic congestion reports morning and evening. This is before the effects of the new hotel the school dropping off point and the housing estate are further adding to the traffic problem. The proposed extension to this site will have enormous traffic consequences for this access road to Marlborough and the residents from Marlborough to Burbage.
Serious concerns regarding access to land off Chopping Knife Lane - in the evenings the road is already often down to single vehicle width. This problem continues around the estate.
I think that we should avoid building on sites that have a visual impact when looking at views of Marlborough as one of its beauties is seeing the town from a distance nestling in it's beautiful countryside. Some of these sites are so special that we should not destroy them, C and D especially.
Development sites D&J are totally inappropriate as access is almost impossible. The A346 Salisbury Rd. is already totally overloaded with constant tail backs ,sometimes nearly 2miles of stationary traffic.
I do not think the College's proposal is viable - purely from the point of view of tipping much more traffic out onto the A4 by the College gates. Without a better access/egress this development should not be approved.
The sites seem acceptable for our much needed affordable homes in Marlborough. I would also like to see a few sites come forward in rural areas
Would not like E to be built on
Site D: a relief road on to Pewsey Road might be necessary to ease congestion on Salisbury Road
E seems to be the least suitable due to topography/access. D - could this be safeguarded for possible use if a rail connection is re-established?
Development D will cause traffic nightmares without a suitable relief road
Minimal impact on road congestion. Site E would be best to develop
There is a danger that site C would impact the forest and the skyline. Valley sites are preferred for this reason
Road infrastructure will need to be improved for any future housing development, including adequate parking facilities per household. Specifically areas A and B
Important to consult with public transport policies of County Council so that bus routes are integral to new home development. Offer incentives to non-car drivers (as their impact is less)
A & B - this would make a huge housing estate on the outskirts of the town with no provision such as local shops. C - this is on a hill which is very dangerous and again added to the Savernake housing scheme would be large without benefit of any shops. D - this is on a dangerous steep hill with a large

new housing estate already feeding into it. I - this land is heavily contaminated and as such is unsuitable for housing unless decontaminated
The site marked D must be provided with access to the Pewsey road to avoid added congestion on Salisbury Road. Both sites A and B would need major widening of the Elcot Lane and Chopping Knife for access of essential services
Have ticked some sites (B, C, D, G, I, J). The Kelham Gardens site seems ideal, but would be good for long term parking as well as the Rugby Club site. Have tried to tick suggested sites that are already near/adjacent to newer developments already. There will be enormous traffic issues to be considered, especially in the Tescos/new estate area. Congestion, esp. on Fridays, on Cadley Hill is really bad
As with Q1 yes what we are doing is the correct thing to do but as we have seen with the community asset transfers, we can have ideas but as with the residential parking scheme it came down to money, not community needs and we were lead down a garden path to know where. Behind all of this central government.
Site H would be less visually impactful. Site G would require very careful design
E - not appropriate unless it is all affordable homes
Area C includes part of Three Corner Field (Meadow). This is a local amenity for walking, picnics and especially for sledging in snowy weather - the only site on the East of the town. Even developing the edge of the field would seriously detract from the quiet feeling of the old railway track - of which I am a frequent user
Not E itself but to the west E has been discussed in the past. The existing houses were cut into the hillside to avoid their ridgelines being above the crest of the hill so any development in that area would significantly impact the current residents
Prefer A/B, C, I, D, J
Need to avoid risk that area E just provides a gateway to development along the north side of College Fields and Barton Park beyond the area currently under consideration. Agree that should avoid building too many large 4/5 bed homes
A - probably OK. B - no - part water meadow and part agricultural. C ? Rather steep. D no traffic jams and good agricultural land. E no. F, G, H, I, J - ok
It would be preferable to use the sites which are closer to the town centre otherwise we risk an urban sprawl
Sites need access in and out of more than one road. They need to connect roads. Site C needs a roundabout with A4, as would sites A & B. Site D needs access to both Pewsey Road and Salisbury Road
Road access would need to be improved for all of the sites. A & B off narrow Elcot Lane. C would need a roundabout onto A4. What is the point of D without access both to Salisbury Road and Pewsey Road. Site C also backs onto protected green space on a steep site needing major earth movement before house building could commence
No land should be used that would prevent any future railway connection
Area C is not appropriate due to its natural and recreational value. It is an important area for kids and families
We need less typical housing developments. Build streets, squares, statues, green spaces, pubs, shops, cafes in with houses not a microculture of houses. More large houses and small houses too - not just 2, 3, 4 bedrooms
I would say no to E once that is developed it will just go on growing we do need the countryside. Smaller houses for family!! They need 3 bedrooms and a garden to play in and parking spaces for 2 cars, similar for people who want to downsize but not live in over 60 apartments. Pay £1,000 a month for maintenance or ?services?
A and B are very close to the river. I'd presume the area close to the river for public use (perhaps, natural reserve)
To our certain knowledge there is very poor access to the sites labelled A and B. It is our considered opinion that these would NOT be effective without significant road layout restructuring in what is in effect an agricultural setting
The majority of the proposed sites are outside of walking distance of the High Street (one of the major employer areas). The only access for central Marlborough will be cars - thus increasing parking

problems. The 'box' area are the only viable sites on that basis (responder drew a box around the centre including I and F)
Just access/traffic and health service. Provision planned and in process before houses are built
H and G should ideally be treated as exception sites - limiting to a maximum of 12 small affordable houses. For the other sites I have no preference
Those areas are great for housing development but don't help the pressures of parking in Marlborough centre, something else needs to be explored
If the new housing is for young families, should the new school be sited nearby? Sites F and I are within the Town, would these be more appropriate for high density business use?
Affordable smaller family homes needed, but limitation needs to be put on extent of elderly persons small flats, in order to keep a balance
Affordable homes are often small with little storage. Too many built for one market - 1st time buyers. They soon find it is too small and return them to the market. We need to look at the larger population - demographics show an aging group but do not build for this group except flats with high maintenance costs. We also need social housing for larger housing and non-identifiable
E - Barton Dene. Where would access be? D - makes sense to add to the existing development
We are not convinced that Barton Dene is necessary for town needs, we feel it is more to do with Marlborough College needing the funds from sale of the land. We are also concerned about access off the A4 onto College Fields, that area is a choke point
If you go west of Salisbury Road consider traffic on Salisbury Road and roundabout - already very bad
The geography of Marlborough can't support any more houses nor can the infrastructure! You need to look at other locations such as Chiseldon Camp
I don't have a problem with any of the sites outlined. I think because of the geography of Marlborough in a steep-sided valley, opportunities for development will always be limited, and should make the most of what is available. Would site D restrict future expansion of St Johns?
Primarily concerned with unsuitable road access for the number of houses proposed. Also lack of amenities - public transport links, doctor, dentist, affordable parking, employment, St John's School at capacity etc
Many of the sites are moved from main access roads therefore require all traffic to negotiate small roads provided by developers to access their house. It is therefore obvious that these roads are too small for link access. This is also true for drainage, sewerage, power
All of them would create problems for current infrastructure - schools, doctors, road congestion etc. I think these issues need to be addressed too
We should make sure that active farmland is not included in any sites. Food security and reduction in food miles is essential in any future we face
Re E - suggested entrance/exit points unsustainable. Site is high and will encroach on AONB
Plots A & B: residents of Elcot Orchard have already been adversely affected by the St Johns Park development. Developing A & B would further devalue our properties. But the overriding factor must be the lack of access. Elcot Lane and Chopping Knife Lane are far too narrow to accommodate the extra traffic
Site D would involve extending Marlborough south into open countryside. Enough land has already been taken west of Salisbury Road for development. Any addition to this (site D) would be damaging and wholly inappropriate
A - yes. B only with improved road access. C yes. D and J only if a link road between A346 and A345 is included. E yes. I as long as developer take on board the full cost of site clean-up and doesn't use it as an excuse to renege on promises like Clarke & Roadway did.
Beware of chopping down woodland and green approaches to town on A4 Site C refers site E perhaps
A&B - too far away from amenities - schools, shops, leisure centre - families will have to resort to using cars - walk to town probably 1.5 miles and hilly. Also the landscape setting for ancient monuments. Roadways unsuitable for more traffic. Much biodiversity - should not be developed. C - steep terrain - landscape setting for ancient Savernake Forest - loved green space. No development. Used for recreation. E - Barton Dene - closed to amenities - within reasonable flat walking distance of amenities - not to prominent in landscape, would add to numbers for Preshute school and make it more sustainable.

Suitable for development if access roads made suitable. I, F, G, J suitable for mixed development but not a restricted development for a specific age group

COMMUNITY-LED HOUSING

Q3 – DO YOU FEEL THERE IS AN APPETITE WITHIN THE LOCAL COMMUNITY TO DELIVER AND MANAGE AFFORDABLE HOUSING IN THIS WAY?

No not at all there is only a select few with this view.
We don't want loads of low income households!
There is already far too much housing.
There is not a high volume of employment requirement in the town. And there would be very limited access to affordable housing due to the high property costs. In any event Swindon area already provides this adequately due to much lower property costs overall.
My answer is no because the greed to build large expensive houses will always come before affordable housing
This seems a far better option than the current use of a percentage of 'low cost' homes on commercially developed estates is simply not working. This is developing very small houses and flats in the less desirable areas of estates. Witness Salisbury road where social housing in next to the Premier inn and houses with gardens in permanent shade. There is also a need for decent sized family homes not just cramped accommodation. We seem to be equating 'low cost' and 'small' currently
By "Affluent" you mean people that work in London and have used their money to purchase property in the area and drive prices up so locals have to leave?
This requires very careful management, so as not to destabilise the existing community residents. Integrating new homes is far more preferable than building new estates - but only assuming the services are already present to support the new builds. Marlborough or Manton does not need any low cost housing 'ghettos'.
It would seem that the best way of achieving more affordable housing is to bring the community together to deliver this, however some of the sites put forward are not suitable for affordable housing and have been put forward, not to deliver the brief of affordable housing but to simply make a profit. Some sites put forward for development are logical, less intrusive on the rural feel of the area and closer to the town centre. These sites should be considered above sites outside of the town.
The rise of developments for Over 55s rather than affordable housing indicates that there are barriers within the area for affordable housing.
If this involves using BROWNFIELD sites.
Definitely the way forward.
Community housing should be built to high insulation standards to reduce heating costs and carbon release.
We do not need any more 'affordable' housing. We need pleasant housing that does not turn Marlborough into mini Swindon
Allowing communities to design housing offers the potential to have architecture which better fits the character of the area instead of generic brick boxes, in addition to feeling that the homes are for the community, not only for the benefit of developers to make a quick profit.
The Town Council should have a better overview of the locality. Outsiders tend to see Marlborough as an affluent community with little need for affordable housing. I would hope the town council can use this opportunity to take a lead in this area.
Having been told that new estates having been built with affordable housing which seems not to have materialised people may be sceptical. Also the new large intake created by the development by Marlborough Business Park has already hugely increased Marlborough's population. Is the current infrastructure able to cope. There is a national shortage of GPs for example.
This representation is on behalf of St John's Close Residents' Association and does not cover this issue.
Provision of more affordable housing is very important. It would be good for it to be run locally rather than by a large and distant housing association.
Community led housing is an excellent idea. Housing complexities are best managed at a local level, but need to be fully open and transparent to prevent corruption and promotion of individual self-interest.

Definitely
Yes
No
Perhaps site developers should bear this in mind when offering up larger sites.
possibly
But what is 'affordable'? All three of my children have had to move out of Marlborough as they couldn't afford to buy here - not even the new 'affordable' ones that Redrow are building. It is not good enough to call shared ownership schemes affordable - they are not.
I think there is appetite to deliver and manage affordable housing in partnership with housing associations who have the skills & knowledge to bring it to fruition
Don't rely on developers to include comm. Housing in their plans as it always disappears at a later stage
Would community housing become available to buy by tenants (as 'council houses') at discounted rates? This shouldn't be the case
This is critical
needs to be managed through local interest parties than government council groups
I would be interested in an environmentally friendly development
Although we feel there is a need for rentable housing
Consider co-operative housing trusts as a model. Consider needs of vulnerable groups and residents whose needs must be considered from the early stages of planning
Most certainly - perhaps Marlborough Town Council should consider the land that they own and have done very little with - Plume of Feathers Lane and land at the end of Tin Pit
The old St Peters school could surely be adapted for affordable flats (NOT for over 55s!)
Yes I think that there is an appetite to undertake such a project but as much as I want to be positive and even excited by the prospect, all I see is the dead hand of central government. Local communities were promised empowerment, through the Localism Act passed into law a few years ago. To my most recent knowledge none of the real levers to make it real has been implemented, making the whole act an empty vessel of nothingness, which suits central government mantra of listening and caring for local communities just another none starter, of they could not care less about us at a local level. Yes we must try but unless it suits central government policy, I fear we will just be driven into the ground. What's changed, nothing except we have a new PM, who will only make central government even more central, combined with policies that will be to support the party to maintain power. We under normal circumstances not a marginal seat and therefore of little interest to the sitting government.
We also need a village shop
Yes however must be fairly overseen and benefit local families. Also built to carbon zero standards not just minimum standards
The provision should be for local people. It is very difficult for young people, unless they are in professional jobs, to live in their community
Would enable more local control as plan develops and keep to its goals re provision of low cost housing. Should discuss with Nationwide Building Society re potential for similar scheme to their not for profit housing development in Swindon
Difficult to know how much awareness there is of this type of scheme
I do hope this happens
I would be interested in finding out more
The affordable homes phrase is a weasel phrase as most people on minimum wage cannot afford either to pay or rent. What is needed are more small homes at rent which the low paid can afford
I would hope priority would be given to people who have ties (ie. family) in this area - town and parish councils would be well placed to verify this in a fair way
Town Council should take control - correct level rents used to profit, and thereby reduce the precept
Think I need to understand this more before I could comment
Hopefully

I'd be interested in understanding better the implications/ways of getting involved. Affordable houses should be developed in a way such that future extensions are impossible/prohibited. They would inevitably expand and become non affordable otherwise
there is a need for homes that are affordable to those on lower incomes. However "smaller properties" should not equate to restricted sized rooms within. "Bug hutches" should be avoided
House blocking for properties intended for lower paid workers will become a problem. The original properties will soon be exhausted and the problem will return
I would hope so, and would support. We do not want to become a retirement ghetto
Marlborough badly needs more social and affordable housing. It is vital that Marlborough remains and is always a town for people from all economic and social backgrounds and a town for people of all ages
George M??'s recent report on land usage puts forward schemes like this as a way forward. The new Economics Group. Transition away others have shown interest in this as have a group in Great Bedwyn who would be interested to discuss this further
This is an important way forward as recommended in the recent Labour Party report on Land Use (George Mombiot)
In addition to Community Land Trust for affordable homes, is there any benefit in considering self-build by individuals and groups. This has the benefit of cutting out the developer and hopefully making homes more affordable. The National Self Build Centre is based in Swindon. Can developers be 'controlled' to provide the size and type of houses that the Town needs? Will they use the Planning Acts to persuade inspectors to ignore local opinion?
Good idea to follow up, if strong support exists - is there any support/willingness of residents or potential residents to create self-build schemes?? These could be a source of affordable housing
We need housing that stays within the community market. Not sold outside and at an inflated price. Not selling social housing
Not sure there would be enough interested parties
This doesn't change the fact that Marlborough cannot support more housing
Strongly support the approach
Provide local accountability
Local knowledge is important though risk of more talk and less action is a high
Difficult to say. It depends hugely on the quality of those running the trusts
I am not sure community land trusts are necessarily the best way forward, leading to low cost housing developments instead of mixed schemes
Our town and parish councils are elected by us to implement housing development. They have access to finance and expert advice. Not sure why we might need additional community-led organisations in parallel. Agree ongoing consultation is excellent
A community land trust and collaboration with housing associations (pref small local ones) are the way forward with carefully thought out restrictions/covenants eg local people, local connections

AMENITIES

Q4 – IS OUR PROPOSED APPROACH TO MEETING SOCIAL INFRASTRUCTURE NEEDS APPROPRIATE?

Marlborough badly needs a new doctors surgery and a new cemetery. So that local residents can be buried in the town that in many cases they have lived in all their lives
New school to be located to allow max number of children to walk to school. This should be considered in conjunction with the location of new family housing. So maybe not in Manton village. The Manton site could be reused for housing.
Doctors and clinic availability needs to be improved - not sure whether this is just staffing issues (probable) or lack of accommodation?? If accommodation/site were available for second doctors practice this would improve choice/ competition
There are no sport (swings etc) anywhere near the proposed E area. Should we be encouraging people towards cremation rather than burial
Again "enabling housing development"
All developers should substantially contribute to social infrastructure
You will not be able to attract doctors into rural practice
Crucial that associated amenity keep pace with house development, especially schools and surgery. How about using police station as a new health centre?
Ageing population is changing the dynamic and feel of the town. Imp to maintain a mixed demographic and social mobility and impact of the future
Transparency of communication and decisions required. Mixture of doctor provision, practice ????
Oops see question2
Improving health services, sports facilities and cemetery land all very necessary
But I think sports facilities are pretty good in Marlborough. I wouldn't give them high priority
Improvement in amenities is top priority. Very little detail as to how this will happen in the document
As a set number of houses will have to be built, as government (central and local) will dictate a number, enabling housing is probably the only way to achieve this. A better mix of houses needs to be included. In the past affordable homes for families have been few and far between. 3bedroom terrace or semi should be build. Older people who cannot afford the extortionate prices of existing over 55s should also be considered. These groups of people tend to move out of town to Devizes and Calne to deplete extended family connections

Q5 – DO YOU HAVE ANY VIEWS AS TO WHAT TYPE OF DEVELOPMENT SHOULD BE ENCOURAGED?

Affordable units to allow independent retailers a presence in the town
Retail and leisure use would be welcome, but not any further retirement homes
1. Community hub 2. Tourist information Centre 3. Minor injuries Unit reinstated at Savernake if population of Marlborough is likely to increase due to house building
Yes please develop existing sites
Prosperous families
No more development
None.
It would be really good to see some big businesses encouraged to utilise Police Station in George Lane, St Peter's School buildings as they are.
N/A
There should be no more building in Manton. Marlborough town council needs to improve greatly already to cope with the failing infrastructure.
Development for people that were born within the catchment area. As someone that has served his country in Afghanistan (infantry) but still cannot afford to live in the place he went to fight for. It's

appalling and all down to the greed of our parents and grandparents generation (Mervyn halls generation)
Firstly, nobody from Manton or Preshute has been involved in this discussion. This is a fatal flaw in this whole exercise and is as such is due external review. New housing in Manton should only be integrated into the existing community on an individual plot by plot basis. The MANP Steering Group are simply not connected sufficiently to either source or convince the Manton community of any larger scale developments. While few would disagree that the School is in need of redevelopment, this needs to be carefully managed with a prime requirement to keep the school in the village and that the school maintains its 'Outstanding' Ofsted rating (which comes in part from being a village school). The new large scale St Peters may occupy new buildings, but the Ofsted rating is only 'Good' New buildings don't make a good school. Any discussion on Preshute Primary must stop until a suitable person is brought into any strategic discussions on this subject. Again, MANP has contravened the guidelines of the 2011 Localism Act in this respect.
Do not destroy our hamlets.
Surrounded by ssi and beautiful countryside and you want to build on every square inch available
Affordable homes for young people.
New school for preschute is well overdue but I don't agree with more housing as the school and doctors can't cope with the numbers already. Why can't we expand some of the villages where the doctors and schools aren't full?
Decent facilities that enable the young people of the area to be positively engaging in a range of activities beyond compulsory education.
It appears to me that Wiltshire Council will over-ride whatever opinion I offer.
No more development around the Barton Park and College Fields area as it sits in an area of outstanding beauty and enjoyed day to day by local residents. Where else can they go to enjoy playing fields walks and outdoor picnics? Etc
Again-improve the existing school-stop looking for ever more land. It is also a scandal that such an expensive police station has now been vacated!!
The Police Station should be the much needed replacement for the GP practice. St Peter's School site should be social housing. Marlborough Library should continue as our library and, as Marlborough is lacking a Hub, the Library is the nearest facility we have currently to being our hub. The Town Hall - the Court Room appears underutilized - could this be our new Hub?
As few old people's homes as possible. As much affordable housing as possible.
Any new school should not encroach on existing agricultural land or important green space. It should remain in Manton as close to existing site as possible.
no
The library should be expanded.
The first preference should be for using brownfield sites rather than building on green field.
Replacing Preshute School will almost inevitably remove it from the village. This will remove the heart of the village, which has already lost a pub and a shop. My view is that this would be a great shame. Manton has it's own character as a village on the edge of Marlborough. If the school must move the Old School building should be retained as a village/community facility.
The school oin the village is not acceptable - a new development is needed perhaps on the other side of the A4 away from the village
It would be good idea to have a 24 hour manned police station.
I would welcome such buildings being available for the local community. Although Marlborough is a small town, some people may feel reluctant to 'travel' yo other parts of the town to access community facilities. It may take time for people to change their views and accept it may not be possible to have a specific facility in each part of the toen
I think an improved health centre is vital for Marlborough. It must have adequate parking spaces for elderly and disabled people.
Centrally located expanded health centre
Whatever happens the library is sacrosanct (Blue Plaque) There are many potential uses for the Police Station, low rent offices, adaption into housing or demolition ready for housing.

This representation is on behalf of St John's Close Residents' Association and does not cover this issue.
No
Yes///in addition to the areas identified also the jubilee orchard alongside the common to the left of Free's avenue
I would like to see further community facilities which extend and support the welcome private arts and cinema provision at the White Horse Book Shop and the old chapel on the parade. It would be good to also have further activity options for teenagers in the community. I would also think that a community 'repair cafe' along the lines of the one in Cirencester would be great from a sustainability perspective as well as good for people to mix and meet through volunteering.
Preshute and the impact on Manton is dominated by "mummy's car". The situation is very dangerous currently but does the school need more space or just the cars? Again, a cultural shift is needed. Parents are driving their kids there from the centre of Marlborough which is a short and pleasant walk or cycle. It is criminal to allow public buildings to sit empty and inevitably deteriorate so I applaud the efforts to re-deploy the aforementioned.
St Peters school is an iconic building, and shared heritage of our community. I believe it should be developed for use by the local population.
The town should get first refusal on any public buildings such as the ones listed in the question. Where possible, these should be looked at for Community led housing projects if they cannot be re-purposed for amenities or infrastructure.
Although Preshute school's facilities need improvement it should not be relocated from the heart of the community it serves
Impact of any development on traffic should be reviewed. The impact of the school run car traffic on a village like Manton is significant and will similarly impact any new site, particularly if intake is increased. Little effort is made at present to encourage parents to take their kids to school by means other than car and more drastic measures such as car exclusion zones immediately outside the school should be considered, as other local authorities do. It's only a matter of time before a child is seriously injured.
Affordable housing and better care facilities
If Preshute school moves out of Manton then any new houses built should be a mixed development. The Police station site could be affordable houses for key workers.
More drs surgery the one we have can't cope.
A site that incorporates the library and school is logical
We should retain lovely old buildings such as St Peter's School and reuse it.
Restrict further retirement developments
We must NOT disrupt existing community facilities.
Doctors surgeries, dentists and other health facilities. We need a site for Preshute school within the Preshute community not in the town of Marlborough
Preshute School needs improved facilities
Please don't move the library
We do not want the library moved from the High Street. The Leisure Centre is not suitable for elderly people
What about the redundant St Peter's School in the Parade? Affordable housing?
Not the Town Hall, Savernake Hospital and the library should be saved
If rebuilding on the existing site is not practical - what about a site next to the St George's Church with a new road access along the line of the footpath to the church from the A4?
We must do everything that we can to maintain a school in the village of Manton
small scale, high tech developments
Extend leisure facilities
St Peter's School and Preshute Primary need protection and back lane from Manton to Marlborough
I would agree with that approach. Some of these buildings have local historic significance and it is important that any such features are protected

Ensure maximum use of such facilities 24/7 and the outdoor environment they are set in, e.g. outdoor play/sitting space in a nourishing landscape/garden
Doctors surgery - keep Savernake hospital
Yes we should be doing this as well. However, past experience shows how we are just minnows who do not even get consulted. Wiltshire council undertook a review of green spaces in Marlborough several years ago. The first we at a local level was they produced draft report and that a part 2 would be published later, at which time we could comment. Nothing has been published and despite explanations being requested, nothing has happened. It is just further evidence of that the real agenda is driven and controlled by the center to enact predetermined central government policy. For all we know they could be planning to sell all our open spaces for housing, which in turn helps deliver their policy. We do not even get a look in. Worrying.
Facilities for teenagers
Police Station is a prime site for new health facilities. Its near the centre and flat. Library - a proper tourist info/museum?
As Marlborough and Swindon expand the pressure on GWH A&E increases some of that could be reduced by reopening Savernake Minor Injuries
Manton School is not an appropriate location for a 2nd primary school. Manton, Barton Park & College Fields have few primary age children and are unlikely to for probably 20 years+. The houses are mainly retained by the original residents. A 2nd school needs to be at the Savernake site or at D or C. The Salisbury Road site opposite Tesco is ideal
Keep the library as a library for MANP! Wouldn't support redevelopment of school in Manton - not a good place to service need of the MANP community - especially when you look at where new development is suggested. Police station is a white elephant - suggest would be good site for health care centre
Apart from the police station I don't think any of the other sites should be changed
This is very important particularly the protection of our existing community facilities and new ones must not be at the cost of these
Not more over 55s properties although I doubt you will be able to influence this. Hope I am wrong
How can we stop Wiltshire Council selling to the highest bidder and spending the money elsewhere? Marlborough should own all its own land incl High Street
Wiltshire CC is acting against this plan how do we overcome their radical support for austerity against the wishes of their electorate
Prevent them becoming age specific housing. Revisit the community hub idea
Poundbury should act as an exemplar. No more boring and ugly housing
I understand the need for a new building for Preshute School we did so nearly have a site many years ago! But I would like to see it stay this side (Manton) of the A4. There are at least two sites I can think of
Used for community buildings
Recreation areas where A) families with children B) adolescents can meet and spend time
None of the above should be sacrificed for the development of new housing. MANP MUST ensure that Savernake Hospital (as a minimum) is development beyond which is now for improved (including out of hours) healthcare provision
Acquiring unused properties is an excellent plan
Community use and any new school should be for local children and not involve children being driven in from other towns with their own facilities
New school for Preshute
Development that encourages young community to meet in a healthy and safe way
Any new school in Manton must remain in Manton. Marlborough Library must remain where it is and not be moved to the Leisure Centre. Marlborough Library is the heartbeat of the community for many
We don't want to lose any of the above facilities
We would regret (and oppose) losing the Library, Town Hall or Savernake Hospital. Is St Peters School site considered?

It is important to keep all the options open for the re use of Police Station, Library and Savernake Hospital sites. There is a great need to improve the only GP practice. Or provide a choice with a second practice. Keep Savernake Hospital open and possibly increase its use to ease problems at the GP and Great Western Hospital. More outpatient clinics
As Q5
To keep facilities within the town is very important. Travelling out of town for the above needs is not environmentally friendly. These need to be kept in a growing town when you are talking about increasing housing and therefore population
Definitely save Savernake Hospital
You have a new St Mary's - Preshute should stay in Manton but be more strict on out of catchment! If you do build new it needs to be on a main road
Any new school or reallocation of Preshute should be adjacent to a main road for ease of access, safety for parents dropping off their children, school bus etc
In regard to schools, all sites must be adjacent to main roads as they attract large numbers of cars and coaches and need access for buses
The Savernake Hospital and the Library fulfil useful functions in the life of the town and should be retained. Especially if number of residents in the town is to increase
Would prefer a strategic approach to the above rather than a piecemeal view
Keep the replacement of Preshute School at the top of the list
A new school has to be built on a site yet to be found. If possible it should be in conjunction with new housing...the pupils can then walk to school
A new improved site for Preshute school should be TOP PRIORTY on this MANP
Anything but private retirement
There must be a community building that could become a community hub. St Peters School would have been ideal with its own parking. The N.Plan is a good opportunity for identifying such a building which could combine a surgery, community health clinics and a community hub. The police station is central and ideal

COUNTRYSIDE AND RECREATION

Q6 – ARE THERE ANY GREEN AREAS YOU FEEL NEED SPECIAL PROTECTION FROM DEVELOPMENT? IF SO, PLEASE STATE WHERE AND WHY

All green sites should be maintained
Highways & byways need to be easily accessible and road speeds kept to 20mph
Marlborough is a semi-rural town why are we trying to change this.
All
Every single one
All green areas should be protected
Elcot Lane sports field, river Kennet environs and Savernake Forest. The reason speaks for itself.
The area known as Three Corner Meadow to the east of St Margaret's Mead, south of Savernake Forest
No preference
The forest and local parks
All green fields that are wildlife havens should be protected. 3 corner field on the A4 London road is one such example
the Marlborough football club field
No preference
Any on the edge of Savernake forest to protect an ancient habitat
The MANP appear to have a cavalier attitude to the limits defined by the Settlement Boundaries of Marlborough and for the surrounding AONB. The Settlement Boundary should only be adjusted if no

other solution (particularly for services) exists. Those limits within the existing town footprint have barely been explored by this proposal.
The area above the new estate west of the Salisbury road is already designated as a "green recreational are" as part of the development. Why not extend the proposed area around the Salisbury road to include this and extend westwards to reach the footpath which designates the western boundary of Marlborough.
ALL green areas must be protected from development. If money defines the quality of the countryside then we all lose.
Yes all of them stop building
Yes Site C !!!
The Common and The Green should be sacrosanct.
The Mildenhall Recreational Ground (Minal Cricket Pitch). Please see comments above regarding the proposed development Site G which would run the length of this green area should the site be developed and detrimentally affect the use of the Recreational ground.
Marlborough Common
The area currently being developed by Rabley Wood View, although it is too late to do this.
Barton Park and College field area.
Three corners field. It's a special area for the st Margaret's community.
the common
Salisbury road. Elcot lane and Three Corner-vital to protect our countryside and farmers and farmland from further exploitation.
1) The land owned by the Town Council next to the River Og, that contains part of the Medieval dam for the 'fish stew', plus the intended replacement playing field on the adjoining water meadow should be designated as a country park with public access to include the archaeological site. 2) The 3 areas of green space within the St Margarets housing estate are important recreational areas particularly for children who are too young to play in the Recreation Ground unsupervised and also are important green spaces within this well laid -out estate which has stood the test of time. 3) Better use of land is possible re the area used by the Council's Estate Dept to dump and store organic material on the Common adjacent to the cemetery. This material could be used at Stonebridge allotments to bulk up with their communal compost heaps and subsequently be used to raise the level of the plots on this low lying site that is prone to flooding. The space thereby created on the Common could form part of the intended cemetery extension.
Epcot Lane fields, both water meadows, 3 corner field . All 3 because they are attractive areas that add to the special feeling of the town.
Most Fields for example behind Barton park need to be preserved . With climate change issues and food shortage issues , all current cultivated land should be maintained and protected
Bay bridges as it is a flood plain
Minal cricket pitch.
With flood risk increasing with climate change, building near the Kennet river increases the risk of flooding by increasing the runoff time to the river.
All of them!
There are many opportunities to integrate more green infrastructure into our urban landscape. A priority for any new development should be really well thought out green infrastructure and sustainable drainage which creates biodiversity. All development in the MNAP should demonstrate net biodiversity gain.
current parks need protection
The Common is a large important open space within walking distance of the town. It is important that people should not have to get in their cars to reach open spaces.
St John's Close: where the Plan highlights the central space surrounded on three sides by housing. I, along with neighbours view all allotment and other green spaces are part of this special place. I would like to see the boundary moved to Cross Lane. The space meets much of the criteria noted in the guidance, including an area of historic interest (the first social housing in the town), the local community as well as others close by benefiting from the space as it's open to all. Recently local residents have

developed a community garden which is beneficial to all residents. The Common: I agree with this area being designated a green space with the inclusion of the area of the Common on the south side of Frees Avenue
ed to Cross Lane at the
All centrally located green spaces should be prioritised
Area C especially. It encroaches into the forest. The forest needs to be protected at all costs
<p>Representation on behalf of St John's Close Residents Association These comments are made on behalf of the St John's Close Residents' Association (SJ RA). For more information about the Residents' Association, please contact Max More, Chairman (No. 2 St John's Close). SJ RA wish to comment on two areas of proposed Local Green Space identified on consultation Map 2 – Green Spaces: The central area within St John's Close; and, The Common. Central Area St John's Close With regard to Map 2 - Green Spaces: SJ RA appreciates and AGREES with the designation of a Local Green Space between the housing at St John's Close, but we request that it is EXTENDED to cover the full extent of the existing green space. Please note that the currently proposed area of Local Green Space designation on Map 2 includes both privately owned allotments (opposite house numbers 13 to 18 St John's Close) and allotments owned/operated by Marlborough Town Council. The full area we wish to see designated as Local Green Space can be described as follows: the north-western boundary: along the pedestrian path along the rear of St John's Close house numbers 1 to 8; the north-eastern boundary: from St John's Close in front of house numbers 13 to 18; the south-eastern boundary: from St John's Close in front of house numbers 21 to 28, as far as the junction with Cross Lane; the south-western boundary: from Cross Lane.</p> <p>We would be happy to provide a plan of the proposed area if necessary, or to arrange a site visit for members of the Neighbourhood Plan committee. Please note that this proposed area includes privately owned allotments, Marlborough Town Council allotments and other grassed/cultivated areas around the blocks of garages within the central space at St John's Close. The more extensive area which SJ RA proposes fully meets the requirements for Local Green Space as defined at Paragraph 100 within the National Planning Policy Framework (NPPF), as explained below: NPPF Criterion a) "in reasonable proximity to the community it serves": the proposed extended Local Green Space is enclosed on three sides by the houses at St John's Close which directly overlook the central space. In addition, St John's Close is well-used as a quiet walking route to the town centre by elderly residents, staff and visitors from St Luke's Court/Merlin Court which are located close by. The Close is also a regular part of the walking route for people who work in the town and park on The Common. Furthermore, St John's Close is part of the 'Recommended Cycle Route' from the Common to the town centre. NPPF Criterion b) "demonstrably special to the local community and holds a particular local significance because of its beauty, historic significance, recreational value, tranquillity or richness of its wildlife": "demonstrably special to the local community" – SJ RA is currently running a series of inter-linked volunteer-led projects which ably demonstrate how special the Close and its green space are to the local community: 1) Fundraising and creating a Community Garden within the allotments. This formed an 'It's Your Neighbourhood Project' for the 2019 Marlborough In Bloom entry. The judges recommended that the Royal Horticultural Society publishes an article about the Community Garden, the associated projects and the community volunteers who created it; 2) Installation of Community Rainwater Recycling facilities on the cultivated area to the rear of the garages opposite house numbers 24 to 28. The allotments do not have a tap or other direct source of water and this has previously made the allotments less attractive to potential tenants who do not live in the immediate vicinity. The availability of freely accessible water has meant that new people from elsewhere in Marlborough have been attracted to using the allotments. The Marlborough in Bloom judges described the rainwater recycling project as "inspirational"; 3) Upgrading the external appearance of some of the existing garage through SJRA volunteering labour for the improvements whilst the owners paid for the materials; 4) Researching and recording the social history of St John's Close (including links to the Garden City movement at Letchworth): This on-going project is researching the history of the Close, its former residents and the local benefactors who provided the land and finances to develop better quality accommodation for Marlborough residents. "beauty" - the local community thinks that the central green space is an attractive feature and, judging by the many comments from passers-by, so do many members of the public; "historic significance" – as noted above, volunteers from SJ RA have been carrying out a social history project relating to the Close. The construction of the houses in the early 1900's was financed by three Marlborough College Masters who were also notable benefactors to the town. The original plans for the construction of St John's Close show that the whole of the central area of the Close which we are asking to be designated as Local Green Space, was an integral part of the design. This area of land was to be used by local people to grow food, keep poultry and other animals etc. Maps within the deeds to the land and various properties within the Close, note that "no further dwelling houses" are to be built on this central area – hence SJ RA considers that our request for the Local Green Space designation to extend across the whole central area supports both the local history interest and is in keeping with the original wishes of the benefactors. We can show copies of the original deeds/maps if required. "recreational</p>

<p>value" – clearly, the various privately and publicly owned allotments provide considerable recreational value to the local area and the wider town. They are also important in providing opportunities for inter-generational social interaction and for inspiring and educating future generations of gardeners. It should be noted that the extended area of land that we are requesting to be designated also includes areas currently and previously used as allotments. "Tranquillity"- this part of Marlborough is generally tranquil and the openness of the central green space contributes to this. "richness of its wildlife" – the allotments and other cultivated/grassed areas and the associated trees and hedges form an important resource which supports biodiversity. An Insect Hotel has been created as part of the Community Garden within the central green space to enhance biodiversity. A number of the other allotments also have similar features and are purposefully managed to create a diversity of habitats to support wildlife. The hedges, trees and grassed areas across the whole central area of St John's Close also contribute to the wide variety of wildlife habitats available. A great variety of insect, bird, mammal and amphibian species have been found using the extended area of the proposed Local Green Space including: Stag Beetles; Bee Flies; numerous species of Bees, Butterflies, Moths, Spiders and Hover Flies; Grass Hoppers; numerous bird species including Green and Lesser Spotted Woodpeckers, Sparrow Hawks, Red Kites, Swallows, House Martins and Owls; Bats; Newts, Toads and Frogs; Foxes, Hedgehogs; Voles and Mice. NPPF Criterion c) "local in character" – St John's Close with its housing and central open area were created more than 100 years ago, reflecting the principles of the Garden City movement to improve the living conditions of local people. This area has retained a distinctive and much loved character which is specific to this part of Marlborough. It strongly contributes to the sense of place and Community spirit of St John's Close. Marlborough common StJC RA AGREES with the designation of Marlborough Common as Local Green Space but requests that it is EXTENDED to the full extent of the Registered Common and Open Access Land ('Right to Roam') designations. The Local Green Space designation should, therefore, include all of the land to the south-west of Frees Avenue: from the top of Kingsbury Street, via the Rugby Club House and beyond the Old and New Cemeteries. With regard to consultation Map 2 – Green Space, SJ RA do not understand the logic of the only including part of Marlborough Common within the proposed Local Green Space designation. All of the Common is well-used and contributes to the wider open space and is an integral part of the historic character and usage of the land. For example, the former animal pound for stray grazing animals on the Common was located in the area now occupied by the Community Orchard, as shown on OS maps from the 1900s to the 1960s. The area to the south-west of Frees Avenue is currently used: by walkers and runners; as a junior training area by the Rugby Club; contains the Marlborough Community Orchard; and is used for informal sports and picnics. It also provides a direct link between the main part of the Common and the Old Cemetery which has also been proposed as a Local Green Space. A section of the Wessex Ridgeway walking route, which links the Long Distance Ridgeway Path National Trail with Marlborough Town centre, crosses this part of The Common.</p>
<p>I have already stated that the Barton Dene area needs to be looked at very closely in order to protect valued landscapes and wildlife habitat</p>
<p>The Rec and its area. Stoney Bridges. Treacle Billy.</p>
<p>Historical significance. Biodiversity and wildlife , bats, newts. Bees, butterflies, local fox and barn owl all have been seen, which has led to visits from local groups.</p>
<p>is too steep a hill to get to the rugby club for anyone not young and healthy (or with lots of shopping/children).</p>
<p>1. Central Area of St John's Close - designated area to be extended to include all of the central green spaces around the sets of garages. Note that whilst this includes privately owned land which is cultivated/grassland etc, the current area shown for a Local Green Space also incorporates allotment land owned by me which I am happy to see designated. The wider green space is important from: a historic perspective as part of the Town's History; it is greatly valued by the immediate community and by those who regularly walk/cycle through the Close and comment how lovely it is; a wildlife/biodiversity perspective in terms of the large numbers of insects, amphibians, birds and mammals that use it. 2. The Common - designated area needs to be extended to include all of the Registered Common land/Right to Roam Land - current area shown bizarrely excludes parts of the Common to the south-west of Frees Avenue (eg Community Orchard, around Rugby Club and near old and new cemeteries). This area is important both as an informal recreation space for the whole community (an is well used for family sports, dog walkers and picnics). It is also important from a historic perspective relating to the open character and the way the Common was used for grazing animals, with the Stray Animal Pound being located approximately where the Community Orchard is. The Common as a whole should not be further subdivided into sections for individual sports clubs - it is an asset for the whole community. 3. Other areas as potential LGS - agree with Stoney Bridges, Water Meadows, Coopers Meadow, Priory Gardens, Savernake Forest, Elcot Lane, Old Cemetery - in particular I support these areas as I personally use them.</p>

The Common is sacrosanct, and must include the area west of Frees Avenue. Stonebridge Lane and the areas in Marlborough centre are also gems that must be protected. St. Johns Close allotment area is currently not marked but should be further protected beyond current allotment status and deed covenants. This should include the privately owned areas (which includes my own private allotment). These areas should not be developed as they define the local community and enhance the lives of many passing through not just local residents. The original benefactors that created St. Johns Close are a precursor to social housing put covenants in the deeds to this effect but there have been several attempts to get round these. Any development would fundamentally change the area , its identity as a thriving community that support each other, and constitute a loss of green space and growing area. A designation of local green space would help remove the threat of such development and allow the Residents Association to concentrate its efforts in further developing the community including the Community Garden for the benefit of all. The allotments are a great joy to all that live here or pass through, and act as a catalyst for social interaction - inter-generational, active and infirm, visitors / residents etc. ages
The three corner field to the south of the A4 - "C" on Map 1. It is used heavily by dog walkers and as a safe access to the forest, and as a beauty spot to view the town. It is also too steep for housing. The eastern section is potentially a good spot for housing, but the field should be protected.
The College Fields green area should have more facilities such as play equipment and not redeveloped for housing as it is the only green area for the large community of College Fields and Barton Park
Barton Park area must be retained as a community facility. Development of land and above Barton Park would encroach on the policy of not building above the skyline.
Coopers Meadow
Treacle Bolly?
The green area in college fields and Fyfield downs
C should never be built on - it is a scenic backdrop and the three corner field has for generations been used for sledging and dog walking and playing, keep it for the town. D is a most beautiful valley, filling it with houses would spoil the view of the valley and forest forever. B concerns me as building there almost joins Marlborough on the lovely village of Mildenhall and that risks losing its identity.
Recreation ground and land round Barton park
All current areas including public open space on Barton Park which is widely used
The left side of Free's avenue, opposite the common; the jubilee orchard and the Rugby Club fields.
The old railway line adjacent to sites D&J is an established wildlife corridor and public right of way for dog walking & general exercise use.
All remaining green areas should be retained - Marlborough is becoming less and less green.
Treacle Bolly. Local resource used for years now under threat from the College objecting as to access
ALL
The water meadows and all the existing green spaces
All marked on map
How do we stop Marlborough College's ambitions backed by expensive lawyers and consultants?
Jubilee Fields & Manton Estate. I think we are well served by countryside areas around Marl - the problem is in getting people to use them
Protect A, B, C & D
Parks, incl. Jubilee Field Manton, Cemetery (res) incl. Victorian Cemetery
The fringes of important areas such as the river Kennet and Savernake Forest need protection to prevent impacts. Perhaps with some management for public access. The Marlborough skyline is very lovely and should be protected. This is an issue when building on hills
Savernake Forest. Downland. Riverside (chalk streams)
All green spaces are precious and require strong legal protection, including the trees (TPOs)
Please refer to attached three page representation for St Johns Close Residents Association
The Green in the Mead. The Green in Barton Park. The Green Marlborough
All green areas within the conservation area

The forest, the river, Stonebridge Meadows, railway line, the Common, Treacle Bolly - all must surely be preserved - they make the town
n/a
Cricket pitch. Chopping Knife lane area
The green areas in and around the allotments in St Johns Close - to preserve and protect an area that was built to provide green space etc - this a community space of importance to all ages etc
St Johns Close, this is an important recreational area for locals, including St Lukes & Merlin Court. Encouraging cross-generational interaction. Wildlife biodiversity
Areas in Barton Park that are not designated as common land. All areas within Marlborough, Manton - not sure about Mildenhall
Three corner field/meadow. As previously explained this is a very important meadow for recreation, picnic, access to the forest and snowy play! This last activity is a fantastic community time
See Q2 regarding the fields behind Barton Park and Manton Hollow
The open space (recently turned down for village green status) between Barton Park and College Fields. This is the only green space in W Marlborough. This should be awarded 'local green space' status. Although Marlborough apparently has green space - most of it is owned by the College and the town residents have no access to it. Please retain the few remaining areas
Green areas bordered by MacNeice Drive on Barton Park. Grass area is used by children living in neighbouring houses as a play space
Don't let any developer (or sports area) on any of the water meadow run by ARK (Stonebridge Meadows)
It is quite difficult to identify some of the small areas on the map - but these are often very important and must be kept
We need to complete the cycle path to the business park. Stonebridge Lane should form part of the cycle network
Possibly the Waterfront Garden in Kennet Place could be at risk in future of becoming car parking. Maybe some measure of protection could be given to this space that is enjoyed by so many people
Area C on your plan - important recreation
Savernake Forest should not be eroded. Stonebridge Meadow, Coopers Meadow should remain untouched and wild. ?? Amenities for the town benefitting for ?? Wellbeing or ??
The land behind Barton Park and Manton Hollow and all the land either side of ?? Hedge which leads to the Downs
The Common is good as it is. The area around the Kennet river where it crosses the old railway line up to Mildenhall is also worth preserving
The river Kennet is an extremely sensitive and indeed fragile natural environment that in NO circumstance be compromised by MANP or greedy housing developers
anywhere along the river, the Common
College Fields green open space and fields behind allowing access to tracks to Avebury etc. the same along the river valley and Savernake to the east
Barton Park/College Fields green - play facilities there would be great
Marlborough Common esp opposite St Johns Close where orchard (Jubilee) is currently situated
I support the need for parking, and the Rugger Club site seems best. The rest of the Common and Savernake Forest must be protected
Yes to more access to the countryside. Possibly by creating green buffer zone/wildlife corridors between the existing and new development. These could extend into the countryside and maybe link up with existing green spaces within the Town. They might also reduce nimbyism.
Improved access to public footpaths for walking is desirable
The area of open space off College Fields needs to be kept. It is well used and as a break in housing development

Every bit of green space is important and should be protected. In particular the area of College Fields used by local residents and provides a place to plant apple trees in memory of loved ones
College Fields Meadow as requested to be titled a village green
Essential to keep the only green space within the College Fields area - open space for children to play in safety, away from a main road and local people to use for recreation
All green spaces are important as they allow breathing space between developments, inner city living, with continuous development is already identified as a stressful lifestyle. Once the green space is lost and continued development encircling or is built on green space the essence and USP of the town is lost
Barton Park/College Fields green space needs protection and enhancement by provision of benches, bins and play equipment
Morris Road Green is the only green space on that side of town, Manton has a park, every community within a community needs green space on their doorstep, not 20 minutes away
All the existing green spaces marked on the map should certainly be retained and protected
There are plenty of green spaces not coloured green on this map (e.g. Marlborough College playing fields). There is easy access to the countryside on all roads out of Marlborough
All green areas need protection plus cycle and walking routes. Great job so far! Keep up the good work. We need an improved and safe cycle and walk route from Minal into Marlborough
All the water meadows. Forcing the developers of retirement complex in Kelham Gardens to provide the riverside walk they promised but reneged on to finally provide it
There are green spaces at St Margarets Mead that should be protected from development. The estate has been well planned and the housing is mainly not too dense. This feeling of space should be maintained and possibly enhanced. There used to be seating there which adds to community feel. Children who are too young to play unsupervised in the recreation ground often use this area for informal play

BUSINESS & EMPLOYMENT

Q7 – WHAT ARE YOUR VIEWS ON ADDITIONAL PARKING PROVISION IN AND AROUND THE TOWN?

Parking for residents and visitors in Marlborough is totally inadequate
Council Tax payers in the Marlborough area should be provided with a system similar to that operating in the Ringwood, Hampshire area permitting 2 hours max per day free parking in order for shopping and errands to be made.
Better public transport will reduce the burden not more parking.
Needed but better overall infrastructure needed
The town is choked. No parking in town- Park and Ride instead
The rugby club is too far from the town to be viable. Rather than building additional houses of any sort, it would be better to improve/extend town centre parking.
There needs to be more parking, but not at the expense of green spaces.
Out of town parking where people could be bussed in would alleviate parking problems and traffic density.
Not needed, we should think about removing cars. A crossing is needed, I have just walked back with my young son, and it isn't safe.
Additional non payed parking is needed for residents
It is difficult to see where additional sites can be provided. Multi storey in my view is highly undesirable and out of character with the town. Careful consideration needs to be given to the impact of housing developments on parking. Site B for housing is undesirable as the distance from the town is likely to require people to use cars to shop.
Were your studies conducted in a classroom by stevie wonder? This survey is utterly flawed and ethically incorrect. Car parking isn't an issue, the issue is car usage. 1 person per car and far too many vehicles is the issue.

Badly needed and probably looking at somewhere near the common would sort out the blocking of frees avenue. Encouraging car share schemes would also help. Traffic delays are a major problem in Marlborough it takes one set of traffic lights anywhere near the town and the whole place stalls. Road infrastructure on new developments is vital and I have read that you cannot influence this but it should still be stated in any of your draft recommendations. Marleburg grange is again a prime example of ridiculous road planning which will block Salisbury road into town as it is already a problem
Additional parking is an urgent requirement, but only if it is managed locally and with attractive fees (not Wiltshire levels). It is important to attract passing tourist business and high parking fees put people off stopping in town. Additional parking should respect the environments of existing residents.
How about better park and ride facility linking Marlborough business park and High Street?
We all know that parking is used as a cash cow with the wardens aiming to meet targets. An example: for Savernake Hospital parking areas to be covered by a number-plate recognition system is, frankly, disgusting. Yes, of course we want people to visit Marlborough and to fill its shops but don't rub your hands with glee at the thought of even more revenue. Golden goose etc.
Marlborough has a useless town centre for residents, it's great for visitors or college mums and dads but useless if you live here
Generally need more residents parking zones and reduce high street parking prices!
Car Parking is grossly inadequate. A Park & Ride outside town would help.
Parking is always a needed in small towns but let's also improve the bus service
Currently, i do not feel that parking is an issue in Marlborough. With increased affordable housing it could become an issue but the free half an hour in the centre of town works well, with long term parking available at Waitrose and behind shops adequate.
I would have significant concerns about any expansion to the existing parking arrangements at the Rugby Club. Hyde Lane has long been an unsuitable road for the volume of traffic that uses it, and there are also problems with existing traffic flow in Free's Avenue, with restricted line of sight for vehicles turning on to Free's Avenue from Hyde Lane.
Additional car parking is definitely needed. It would be lovely if there was sufficient parking to stop residents parking on double yellow lines.
Less parking would create less pollution as people would walk. I've lived in Marlborough for 45 years and it needs a bypass. We do NOT NEED TO ENCOURAGE more cars to come into Town or the surrounding areas.
It's a little too far out It's a little too far out
Reluctantly we need a multistorey car park nearer to the centre of town than Frees Avenue. Design should be sympathetic to area and tasteful.
Start walking.
The wedge of land that runs from the top of Kingsbury Street to Hyde Lane could be utilised for a residents parking scheme - evenings and weekends. During the daytime for town centre workers. This would alleviate pressure on town car parks and street parking and provide a revenue stream for the Council. (Re-locate the apple trees elsewhere on the Common).
Get more spaces asap. Make the centre of the high street free for short stay to stop people circling slowly looking for spaces.
Approve ...Rugby Club suggestion
Rugby club would be ok for long term stay i.e workers parking
Marlborough is dominated by cars and NO2 levels are illegal. Over the next 20 years if we are going to tackle climate change cars will have to be restricted. We should be developing walking and cycling infrastructure and improving public transport with local transport provided by small ev minibus like Turkish Dolmus.
Unfortunately additional parking is necessary but it should be concomitant with better traffic management in the town.
Parking should be free and unregulated. Certainly no residents parking schemes
I don't disagree with the need for more parking. But the water rushing down Hyde Lane already causes the Food Gallery to be at risk of flooding in heavy rain. This is because the drainage beneath

Marlborough College pitches reaches the road and the heavy use of the rugby pitches and common, which includes frequent vehicle movements (fairs, car boots, rugby parking etc.) means that rain does not soak into the soil any more because it has been so compacted. Any parking must include a sustainable drainage system which does not add to the water cascading down Hyde Lane (and someone should take a good look at managing the runoff from the Common, College Pitches and Leaze Road). I cycle across Marlborough every day and anything that can make cycling along the High Street or George Lane would be very welcome - cycling in Marlborough is scary.
More affordable parking essential
Leave it as it is and encourage cycling and walking
Use the derelict site next to the petrol station on London road. I am not in favour of encroaching on the open space of the Common.
I would accept limited parking by the Rugby Club - which happens at the moment. However, before giving approval, I would like to understand what is meant by 'limited'
Additional parking is vital for economic growth.
Additional car parking needed - especially long term parking for workers
Rugby Club?! Too far to walk and a log walk back up a steep hill. Why not park and ride from one of the sites in question? Or use map F as a new site?
Please refer to our answer relating to The Common at Q6.
The need for increased parking is important but so is the flow of traffic through the town. It is important to maintain parking provision in the town centre.
Good idea, maybe make it a residents scheme eg cheaper permits for local people living in the town.
Freed Avenue and Rugby Club. Already a high volume of parking, to increase it will increase the danger to those using the common, which is used by children, dogs, ball games, sporting and recreational activities.
Yes
I disagree that additional public parking for the town should be located on the Registered Common Land / Right to Roam land adjacent to the Rugby Club. This is an integral part of the wider Common's character and should not be parcelled off for car parking. Why on earth would anyone want to get rid of an area of existing and well-used local green space as part of a Neighbourhood Plan which looks to designate and protect green space. The roads leading to the Rugby Club (ie Hyde Lane, Frees Avenue, The Common and Kingsbury Street) are already effectively single carriageway roads with passing spaces, due to existing car parking along the roads. The junction of Hyde Lane and Frees Avenue is already a dangerous junction from which it is difficult to exist safely due to decreased visibility caused by parked cars. If you were to add to the traffic in this area through the creation of a public car park on Registered Common Land, then this junction would need to be made safer by improving the visibility ie by removing car parking spaces along Frees Avenue. It is not sensible to remove existing car parking spaces to facilitate increased traffic to a new car park. The net sum of car parking spaces would be very limited and is not worth losing existing and well-used green spaces on the Common. Most of the parking along Frees Avenue/by St Luke's Court is by people who commute to work in the town centre. Quite reasonably they would wish to avoid prohibitive daily car parking charges in the town centre. Could you not set up a combined residents/ workers parking permit scheme so that they could use other areas in the town centre during the day when residents are out at work? That would make more efficient use of existing car parking provision without penalising people who commute to work in the town centre. Employment is an important part of the balance for the town and the needs of all should be taken into consideration.
Many local people do not realise that the Rugby Club is a public car park, and I think this is deliberately under the radar. Additional parking here would need consideration of the lethal (and I mean LETHAL) junction at Frees Avenue / Hyde Lane. Parking in town is driven by 3 main issues - 1. Cost of parking 2. Unnecessary use of cars when education, community transport, provision of secure bicycle storage etc. would negate many journeys 3. No enforcement of irresponsible and dangerous parking (just look outside Costa coffee at yellow lines on a blind bend at the base of a steep hill). The town cannot support the current attitudes to car use - I have neighbours who I have not seen walk into town in the last 30 years ! Look how many cars you see parked up with the engines running - winter to keep heater running, summer for aircon. Recently I walked into Waitrose past a car double parked with no-one in it with the engine running. I did my shopping and came back out to see the car still there with engine still running. This sort of attitude to car use is not solved by more parking, and it won't solve the issue of pollution trapped in a 3 sided valley as the town is.

As stated above
Additional parking at the rugby club is long overdue and should progress without being delayed by getting the NDP in place. Other residents parking schemes should also be considered - residents support the town as well as visitors and a system where current parking didn't change but residents could purchase a pass to give them unrestricted parking would help so many people. Perhaps also revisiting some sort of park-and-ride similar to the Tesco bus that used to run.
Any improvement will help, residents without a drive or on street parking take pot luck
Increased parking is desperately required but it has to be delivered in a sympathetic way considering the beauty of the area suggested
Little is done to encourage to people to walk or cycle to town, and public transport services continue to be cut. Adding more parking merely adds to the current pollution problem in Marlborough and more imaginative approaches are needed.
Additional car parking at the rugby Club is a sensible move.
there should be limited residents parking schemes. More public car-parking will increase pollution.
Happy for this, as long as no parking garages are built
Reduce traffic in the town therefore no additional parking needed
Marlborough College own land to the west of the town that could be drained and converted into carparking. This would also benefit the college during he Summer School season.
Much needed for workers & business
Clearly we need more car parking and there is space by the rugby club This is still quite a walk to the Centre so maybe a park and ride would help
No necessary. Improve bus services
Why can't we have an attractively designed multi storey car park in the current car park location? This could resolve the issue of everyone parking further and further out with the problems that causes if it was reasonably priced for those that work in the town all day.
That is too far away. Parking needed nearer town - can Marlborough college help?
Whilst I agree the need for more parking, the Rugby Club is too far out. People only park on Free's avenue because it is free. As per the previous question, the Marlborough Rugby Club green space should be preserved.
Yes, one more central car park near the High St. is needed.
It is a huge shame that Wiltshire Council are selling off St Peter's School with its very central parking area.
We need cheaper parking in the town. Perhaps as the Rugby Club is not central, it will be cheaper and give more choice to those working/shopping in the town
Build a proper car park on the land beside the Common/graveyard
Need also to try and reduce the number of cars and our reliance on them. Promotion of electric bikes?
In most European towns and cities the car is being discouraged. Town centres have been made pedestrian only. I see Marlborough High Street as pedestrian and cars confined to parking outside the town with an efficient public transport system. Contrary to your suggestion commerce in the High Street would thrive and flourish in the safety and peace of a carless town centre
Rugby Club would be good
Definitely needed soon
More car parking is always helpful but many retail and service businesses will struggle to recruit and retain staff if those people cannot afford to live in Marlborough!
Signage from the High Street passing Hilliers Yard is badly needed
We should discourage car use where possible too many local folk drive when they could walk!
Agree more C.P. is needed. Any new C.P. such as Rugby Club, needs to be free to encourage workers to walk to High Street leaving short term parking close to H. S. for visitors/shoppers
Broadly agree with comments

Angle car parking on the side of the main high street to have more cars parked at any time
Good to have more parking though I always find a free space on the High Street if necessary
I think car parking is ok but that is because I used to live in Swindon where it is much worse
Car parking provision at Rugby Club good idea, but needs to be free to encourage parking in this area. A minibus shuttle service would be useful. Electric charging points need to be considered
You are taking the wrong approach. Ask instead how to enable better use of public transport so to avoid dominance of the car and all the negative are pollution they cause and illness esp of children. Build a BUS STATION not a CAR PARK
See Q6 response relating to The Common
Extra parking is certainly need in central Marlborough - it would always come at a cost
Residential car parking for people living in Marlborough town is desperately required
Additional, and affordable, long term parking facilities are badly needed. If site F on the development plan is to become available it, or site I, would appear suitable locations
Have answered this elsewhere! Rugby Club proposal good. Also Kelham Gardens?
We should as an urgent priority looking at options going forward but parking is only part to the need to ensure long term economic survival. To focus on parking we do need to think very strategically ie underground parking. Unfortunately, the system remains stacked against. Rather than improve parking WC just go on making it more and more difficult. They impose more double yellow lines reducing available parking still further with no new parking options being put forward, although we do seem to be having a little more say. When we tried with our project for additional residential parking, we were given the drive around and got nowhere despite community need. Money, money is what controlled that. When we asked to take over parking in the town. That was flatly turned down, so no control of parking at a local level then. The charges are imposed on us by WC , with central government lending a hand by cutting central government funding. Then they are justified by saying they are to help bus services, again because of central government cuts. In reality Marlborough lands up subsidising other parts of Wiltshire whilst having to fight to maintain our few remaining bus services. I can only hope the plan will make something positive happen but I fear that going forward will be the same old dogma that drives things and will just leave us in the slow lane, again. We are just irrelevant.
I disagree with this area because of the risk additional traffic poses to children & dogs on the Common. However I do think that extra parking is needed in a safer place
No more car parking - promote public transport
No to more parking. Encouraging more vehicles will increase air pollution. This is already an issue in some parts of the town. Alternatives: much better local buses & education campaign to get everyone to use them. Bike racks - on the bottom side. Electric car & bike charging points. Frees Avenue - use for local workers only?
Could the old Skurrays site be partially used for parking - reflecting the percentage increase in housing?
Rugby Club - that may help people working in the town. A cycle network would be a great improvement. The High St is very hazardous for bikes
Other than for workers in the town not useful. Cannot see that shoppers would want to use it to access shops in the High Street. Generally wouldn't support additional parking in the town. A 15 year plan should be targeting getting people out of cars for trips within Marlborough. Need safe routes for cycle use
Fully agree with parking by Rugby Club. The area by Frees Avenue that was covered in apple trees (by a short-sighted whim) is also suitable
We definitely need further parking particularly for people who work here but do not necessarily live here it would need to be reasonably priced
Definitely needed - no objection to parking by the Rugby Club
Parking at low cost needs to be found for residents and workers on minimum wage. Why does Wiltshire Council get parking money?
More is needed for people who come to work in the town. So more long term parking at reasonable cost to those low paid workers

Good organization of parking within the town to better serve residents, low paid workers and 'quick shoppers' would help. Additional parking is desperately required or even dual level car parking on an existing car park
Vital + electric charging is also needed
We need more parking. Not residents parking - no permits. No more double yellow lines
Yes we do need more parking residents and worker. If new house are built there must be parking pleasemost people will have two to three cars
Well overdue
The Rugby Club is at the top of the hill. A parking in the area E would be closer to the high street and easier to access
MANP (see Q1) MUST encourage use of public transportation. The current parlous "bus services" are far from adequate. Supporting a thriving town centre would be strongly facilitated by provision of a free of charge park and ride scheme. Greatly leading to the reduction in Marlborough's carbon footprint
Retail development is an area in decline. Retail trends need to be considered very carefully. High value retail outlets need to make some input into realistic wages and responsibilities
Must go hand in hand with improved public transport - encouraging just more cars would just increase pressure on open roads
There is a desperate need for more parking
Cheap parking available for people who work in the town doing essential jobs on minimum wage
Great! Would be good to get parking resident permission
Marlborough needs more affordable local parking and that the pay machines MUST continue to be payable by cash (coins)
Additional parking at Ruby Club but why not Pelham Court and Kelham Gardens as parking is huge issue. Alternatively a 2nd layer of parking above car park near the surgery - not Waitrose side
Provision is now inadequate. Support Rugby Club site, and possible extra levels of parking park on south side of Kennet (outside conservation area)
Yes to more parking adjacent to Frees Avenue. Could this be free to residents and workers and for their use only? This would encourage their use by regular users and free up more Town Centre parking. Also consider Street parking for residents only in areas where there is no off street parking. Again to encourage workers to park at Frees Avenue, and visitors and shoppers to use central parking areas
Free parking for support of town centre employment - ie within reasonable walking distance (eg adj to Rugby Club) would be good, and help to make the town centre employment more viable
Car parking will only work outside town if it is linked to a bus service. I would not want to work or visit if I then had to hike up the hill! Park and ride?
Brilliant idea to use land near the Common! Parking is very difficult. Must put some tourists off
Town needs more parking
A car park on Frees Avenue is somewhat out of town, would it be used?
Please consider parking on the Common or near there for parking - particularly now parking being stopped around St Lukes. Working people need free parking
Poor parking availability is forcing on-street parking in other areas of the town - more car parking spaces need to be created
I don't think more parking will solve issues, and feel there should be more focus on non-car transport - better public transport links (people often drive because bus services are so poor), encouraging people to walk and cycle - make town more pedestrian friendly
Agree with provision of affordable long-stay parking on the outskirts of town, but easily walkable. Reduces pollution in the town itself and traffic calming by limiting the number of cars in the High Street
Visitors need to park near the places to visit, the Rugby Club proposal would be best allocated to town workers at a preferential rate, leaving local car parks for visitors. Resist WC raising the costs as this will eventually deter visitors
Could a multi storey approach work? This would avoid using more precious land

Yes, ASAP, Rugby Club area seems best
Car parking will always be in greater demand than supply can meet. But a moderate increase in supply will no doubt be welcomed
Parking at Rugby Club would be welcomed. Parking at rear of Waitrose/George Lane could perhaps be improved
Its certainly needed, and the extra spaces at the Rugby Club don't seem like enough (what happens when there's a rugby match?). Land around the ex St Peters School seems an obvious place
It is certainly needed. The Common should be able to take some
Not much point in additional parking in the town when the roads are already crammed with through traffic and there is insufficient 'home' parking. Suggest ban HGV traffic through Marlborough first. And improved public transport
There is not enough... Residents parking scheme, also a local shoppers scheme for the village residents to encourage them to use the High Street rather than only going to Tesco with its free car park. All new car parks to have solar panel sunshades
Discreet multi storey parking should be considered
Limited car parking could be accommodated on the west side of Frees Avenue as long as it is not too hard material wise and remains green and part of the Common for future generations

Q8 – DO YOU FEEL THAT A COMMITMENT FOR A TOWN CENTRE MASTERPLAN IS NEEDED TO HELP ENSURE A VIBRANT ECONOMIC FUTURE?

This town is FULL
Improve parking facilities and control business overheads viz. rents and rates.
There is a general downturn in Marlborough with empty buildings and charity shops.
There are empty buildings and no provision for children
I don't know what a Town Centre Master Plan is
How about catering for the future humans that are the youth. The hideous outdated and dull shops that are in Marlborough will not keep going for much longer as times are changing
Is the Marlborough chamber of commerce still working and do you collaborate
It is a general observation that MTC has done nothing to support town centre business and knows nothing about the pressures and constraints on such businesses. To change this new blood would be required on MTC and a new aspirational direction sought. MANP doesn't appear to know that there are other very successful business sites within the catchment area of this Plan. If there was a representative from Manton and/or Preshute, this failure wouldn't have been so obvious. Development of the rural economy appears to be an afterthought here..
Indeed. Not only must there be a "Master Plan" but 1) it should be one that extends well into the future and 2) it must be co-ordinated not just in all its detail but also in its execution.
Nope because as usual it will cater for the well-heeled the retired or the visitor not the residents
Most local people can't afford to shop in Marlborough anymore the shops are now to high end and cater for the families of Marlborough college which is good for attracting visitors but there needs to be a balance
There are far too many charity shops, high-end women's fashion shops and coffee shops. The same families that need the affordable housing also need an accessible town centre.
Not necessary. LISTEN to your local people-do not ignore them.
Getting rid of cars from the high street would lead to a much better experience for everyone and encourage people to visit Marlborough.
Rental limits for new businesses. Are some new more affordable businesses being priced out of the High street by rental costs. Not all the locals can afford the likes of Landmark!! More affordable daily requirements should be allowed for
This representation is on behalf of St John's Close Residents' Association and does not cover this issue.

Need to ensure that existing employment land/facilities in the town centre are not redeveloped for housing so that we keep job opportunities available. In particular - former garage site on George Lane and the TH White site on London Road.
Absolutely - fragmented initiatives to "solve" individual problems just do not work. One problem solved is a new problem elsewhere.
Yes, but this must include highways input as this is a crucial factor in determining how to organise the town centre.
Independents should be encouraged
Without proactive and imaginative approaches, Marlborough will continue to be car choked, with few places for vulnerable road users to cross the high street.
We need to make more of the fabulous High Street and its environs especially now that Marlborough sits on the route of the Great West Way.
the issue of local trade is a complicated one and should not be the subject of simplistic answers. The trend is away from High Street shopping. Although this may be regretted it must be acknowledged. The trend may be more towards the service sector rather than the retail one. There are no proposals for a friendlier environment for pedestrians in the plan. Such measures enacted elsewhere have brought great economic benefits.
Yes
Marlborough is a special market town and attracts patronage from local/tourists and general visitors . It is currently in good retail health.
Too many coffee shop chains & charity shops at the moment, they are the only ones who can afford the high rents and rates
Needs to actually help, not just to protect existing interests
The town is vibrant at the moment. With more parking it should get better
Good architecture very important. No more disasters like the building next to Polly Tea Rooms (Holland & Barrett) which is a disgrace and should never have been allowed
Less charity shops and ladies clothes please
Its important the High Street is attractive in terms of planting, road safety and seating areas
Prioritise environmental concerns
The Town Centre is attractive and brings visitors. However there are needs for residents that are not met; cheaper outlets such as Wilkinsons, Robert Dyas etc are needed (possibly on the Business park?). Also mens, childrens clothing is virtually unavailable in Marlborough
We should as an urgent priority looking at options going forward but parking is only part to the need to ensure long term economic survival. To focus on parking we do need to think very strategically ie underground parking. Unfortunately, the system remains stacked against. Rather than improve parking WC just go on making it more and more difficult. They impose more double yellow lines reducing available parking still further with no new parking options being
To reduce congestion on the road network it makes sense to provide houses where this is employment land. Marlborough does not have suitable sites
Plan needs to address how to provide a shopping centre that meets local population's needs not catering to tourist visitors
Without a master plan things will just happen in a piecemeal way and we could end up with an extremely unsatisfactory mess
Common ground, cycle track, wider pavements. No formal crossings. Perhaps one way, herringbone parking
At present the High Street is a car park no room for pedestrians. There needs to be a deisgn that makes it a more attractive place to spend time in rather than shop and go
There is much that needs doing in the town centre if we are to stay thriving and vibrant
Plans do not help the economy. Planning creates government failure and stagnation. ??
A "TCM" which includes all the comments set out in our responses hereto - especially in relation to public transport

Business development is a self developing strategy. A master plan needs flexibility built in
Essential, with maximum consultation
Please see attached letter with comments re. Pedestrian and traffic issues in Marlborough High Street. The goal is to make Marlborough a more enjoyable experience for residents, shoppers and visitors
Essential tool - and especially traffic/pedestrian management plan to make significant improvements to how the High Street may work safely and attractively - refer to listed items in attached letter to Town Council dated 20 June 2019 (crossing petition)
The plan has to be economically viable but also taking into account local people
Can only be a good thing
the shops need all the help they can get - lower rates - few High St closures and more parking
It seems counter intuitive to have free on street parking, whilst charging to park in George Lane/ Waitrose car park, from a traffic management perspective
People need to understand why certain approaches are being pursued and to be sold the benefits of such actions
Whilst town centre master plans are expensive this could be very beneficial when done in conjunction with economic, demographic forecasts. Appreciate will be confined by Wiltshire Council's instructions and plans
More spaces should be given for pavements. On busy days trying to strap children into car seats is tricky when people are pushing past. People often have to walk on the road to pass slower walkers. It can be quite congested. Cyclists should be encouraged to ease parking problems so more places to secure bicycles should be considered

Q9 – DO YOU THINK THIS STRATEGY OFFERS A GOOD WAY TO MEET EMPLOYMENT NEEDS FOR THE AREA?

We need to encourage retail in the town. Cheaper rents and business rates would help
But again - affordable housing (including renting) needs to be a priority if we want to be able to recruit and retain staff!
Its not going to be easy to find land other than for small flats
Need an area with high tech and research facilities rather than current
Maybe 1-way system in parts of town would be helpful. Also too many lorries go through the town instead of using major routes (to save mileage I presume)
Yes but see above about reducing car use/traffic & landscaping of new developments
With improved access through Elcot Lane to sites A and B on the development plan would be suitable locations for a second business park
Yes, I do think that it is vital going forward. As outlined in the question WSP has identified more land is needed but as usual it shows a total disconnect of a central government policy via WC to reality on the ground. They have little or no idea of what's going on but might if they bothered to ask but then again they do not care
I would suggest you consider D J I
Great idea
Probably the only way ahead as Marlborough is surrounded by areas of outstanding natural beauty
Problem is how to deliver the right mix so that 'professionals' who will buy the non low cost housing have the opportunity to live and work in the town. Sensible to look to provision of shared teleworking office space
Police station - extra space for small businesses (and? Doctors surgery)
In a town the size of Marlborough we would not wish to have too many purpose built industrial sites and it is vital that we do our best to keep our famous high street alive and thriving
My only issue is that retail jobs are low paid. What Marlborough needs is more high tech, well paid jobs

We need some high paid jobs for graduates to keep young people in the area. It is impossible to find a starting salary over £30K around Marlborough. Lobby national government to create a special economic area to create business growth in rural areas
We've lost so many factories over the years. I think we only have Tenable Screw now I think lost MicroLight and other going back now only shops. Office ?...? Or Marlborough College or other school
Too many already turned into housing e.g. Hills Building, Old Lion Court
Identifying buildings in disuse, not in use, and encourage their renovation/conversion into commercial space. As an example the building next to the petrol station
MANP MUST make provision for "out of town" commuting that does not involve private transport. Significant improvements in public transport at hours to suit workers and commuters and social visits is essential
Marlborough is not moving forward. It is reliant on an influx of wealthy residents which do not contribute to employment or housing
Definitely need more employment to encourage younger people to the town
Should development sites F and I be retained for high density employment use as they are both located within the Town? Many more people are self-employed and working from home. Some need to employ others. Could some new housing provide this? Use of garden buildings, garages and attic spaces given temporary/personal permission for 'polite' businesses. Or housing built over a business use
Free parking as noted above and positive planning encouragement may improve attraction of business employment (additional to the shops) "above the shops" and make more efficient use of the buildings in the High Street?
the old St Peters school and HSBC bank are examples of buildings left empty for years. They need to be brought into use and developers encouraged to convert into usable space
Car parking for these businesses?
I think employment needs are overlooked and am concerned that employment sites may be lost to new housing. Support town on flexible workspace - a lot more people work remotely/at home and it would be great if this could be supported
Seems a sensible approach
Is something finally happening to the derelict Emporium building by Bridge Garage?
The land opposite the Salisbury Road business park should have been kept for further industrial sites - instead of for housing. A major mistake by the council planners
Possibly numerous opportunities under item 3 above, due to tragic demise of agriculture enterprise in our area. Also need roads to these sites
In the past smaller starter units were built behind Skurrays Garage and also opposite Bridge Garage. These soon became absorbed into larger units (mainly by Haydons Bakery). Higher intensity, smaller units should be built and clauses should be used to guard against largest units being dominate. Elcot Mews and Elcot Park are good examples of the provision of smaller scale employment units

Q10 – WHAT DO YOU THINK ARE THE MOST IMPORTANT CONSIDERATIONS IN THE DESIGN OF NEW BUILDINGS IN THE NEIGHBOURHOOD PLAN AREA?

No luminous orange boxes
To blend with the existing buildings and for all redundant industrial sites be used where possible for housing or other purposes
Great buildings in keeping, not loads of social housing.
Yes let's encourage prosperity rather than depravity.
No new buildings
Keep architectural design in keeping with existing structures
They should be in keeping with or sympathetic to traditional designs of existing buildings.
No preference
Eco friendly and not in wildlife havens

Design beyond the conservation areas is very important as development becomes visible, uses of traditional building materials, roof tiles are important, pitch of roofs, retention of and increased planting particularly trees and height of buildings. The High Street frontage of Cromwell court is how not to do it
Sympathetic to the handsome look of marlborough and use of green technology
To maintain the AONB boundaries as is and maintain the existing community's perception of living in a country market town or rural village (Manton, Clatford, Minal, etc). MTC and particularly this MANP group have lost sight of the needs of the rural community that surrounds the town centre (and particularly Manton). It is critical to maintain the interests of the current residents and look after them with adequate public services, not look for way to destabilise the community's lives. Building 100s of affordable homes is well downstream of those principal goals
Whoever is in charge of the purse MUST not be blinded by the lure of revenue - that leads to the dumbing-down that one can see all over the country. Time, effort, thought yes and money, must go into any new building. Do not allow the historic town to be ruined.
Don't build until you improve infrastructure the town cannot cope now with traffic and you want to increase it. The town has reached its logical largest size with the infrastructure it has.
To fit in with the existing buildings.
Self Sustainable buildings that are also attractive
The most important consideration in the design of new buildings in the Neighbourhood area is that they should be in keeping with their surroundings and height is kept to a minimum to preserve views which is important in rural settings. It has been disappointing to see an extremely modern and obviously out of character residential home appear on the Werg in Mildenhall which draws the eye away from the rest of the rural landscape and stands out so obviously.
That any new build housing should be designing so that it blends into its local setting and into the wider landscape
Places for existing residents (family and children) to enjoy wildlife and countryside.
It's in keeping and hidden. Tescos is a lovely example whereas the Premier Inn looks ugly and hits you before you enter our beautiful town. It feels too modern.
They should be sympathetic to those in the surrounding area.
See above answers. Use brownfield sites and be more assertive with the demands of Government i.e question the requirements head on.
keep strictly to majority appearance...ie red brick and clay tiles etc to preserve the character
that they match existing building and do not stand out
Energy efficiency buildings with solar panels and ground source heat pumps.
A radical rethink is needed for the conservation area, many of the buildings have little architectural merit and improvements to building stock should take priority
They must look quaint and old. No uniform streets
they are sympathetic to the town and the environment
They should follow traditional low level designs.
No opinion
In keeping with existing buildings
Who cares. No one listens. Look at the Police Station. Was that built to blend in?? and the new builds up by the Business Park. standard ticky tacky boxes. Were those in any geared to the Marlborough surroundings? Consistency with the age and history of the town should always have been at the front of any planning permission, now we have a truly hideous Premier Inn blighting our landscape
This representation is on behalf of St John's Close Residents' Association and does not cover this issue.
no high rise development should be envisaged. In some areas housing should be in keeping with present buildings.
In keeping with the area and energy saving eg solar panels
Environmentally sound buildings, using local materials and features. Good creative modern design.

All new build needs to reflect and respect the historic features of local buildings eg brick colours, hanging tiles, roof lines etc. However this does not mean that well-designed modern-style buildings using the same design language/features should not be allowed - or even encouraged. Marlborough's long history has resulted in a series of buildings which reflect the times they were built in. I would prefer to see very high quality modern-style buildings using traditional features/elements than 'pastiche' of older styles.
Appropriate aesthetics without "preserved in aspic" thinking. Balanced density with appropriate green space provision. Integrated transport / parking solutions
I appreciate the cost, but low density housing is preferable, more individual homes.
Maintaining the market town character, which could be a mix of cottage-style and small to medium town houses, using or paying homage to local materials. Characterful, so not generic or repetitive. Marlborough should also push for highest quality affordable and social housing possible, which could mean more contemporary designs.
Keep Marlborough special
All new buildings should incorporate design features from the historic buildings in the town and use similar materials
Sustainability while keeping with the current designs.
New builds should be of a design in keeping with the area.
respect for the existing scene - resistance to large-scale developers wishing to impose national standards on local communities.
No high rises and new development should be sympathetic to the historic style of Marlborough
Not modern as it will cause conflict in the town
Quality build, blend and green focussed(heat pumps etc)
Should all be eco-friendly & efficient & fit into the surroundings
Anything that tidies up the Centre which is a mess at present
Amenities before building. Also the recent developments are targeted at retirement communities (including a house designed for that purpose at Redrow!) promote family homes
To blend with existing buildings in style and use of materials
All new buildings taking up our precious land should be attractively designed to enhance the area and should be as energy efficient as possible and generate most of their own power requirements.
Environmental use of resources
That they fit in with local buildings even if modern. That an overly blockist modernist approach is not suitable - see Waters Edge in Mildenhall which is out of context and looks like a shipping container!
Modest sized building to fit the existing built environment. The new Premier Inn is brutally overbearing and does not fit in.
Pass.
To fit in with the other buildings in the area. Preshute School - it would be odd not be permitted to build on the school site after it has moved to a new site
Should be in keeping with existing development
A sensitive and imaginative approach to design and use of good quality materials
They need to be appropriate and sensitive to the area they are built in, but also environmentally appropriate, i.e. well insulated etc
???
See prev comment. Architecture must be in keeping with adjacent buildings and the town character. No more like the terrible building next to Polly Tea Rooms. I wish it could be demolished!
Good quality and in keeping with the local area
Appropriate size and use of building materials to blend in with surrounding properties
Planning permission should strongly encourage design which is sympathetic to existing buildings i.e. brick fascia, tile roof etc. There should be a veto on white render fascia

Allow sensible new styles without restrictions giving rise to bungalows at the entrance to Manton from Clatford
Blending with the brick/red roofs of existing town. Something nicer than bog standard Little Chef school of architecture if possible
Sufficient green space and planting/landscaping, minimising adverse impacts, good quality housing in terms of size and thermal sustainability
Carbon footprint - low. Sustainable building materials. Accessibility to people of ranging disability. Use of water butts; no tarmac on drives to prevent run off & flooding, integral solar panels
All new housing should be designed with the town's history in mind. Futuristic looking ultra-modern design would be out of place
The most important is that it try's to reflect the historic buildings of the town and surrounding area. We did try to influence the style of the new development opposite Tesco to reflect local house building styles, right from the early discussions with the Crown Agents. In the end nothing but the Redrow corporate style that can be seen over the country. Hopeless, we need to do better. But there again we are constrained by ruthless government policies. They are build more houses, forget styles, forget quality, for infrastructure, just build.
Building should be sensitive to the design, history etc of the locality to which they are to be built
Sustainability - solar as standard. We should promote Marlborough as a beacon for excellence in the use of sustainable materials. The current house building at Salisbury Road is shoddy and has no design
That all buildings are designed for zero carbon. Renewable energy. Grey water + excellent insulation. Relieve prohibition on buildings in conservation area some energy saving/renewable energy facilities
Houses to have parking off road. A variety of house styles
Variety of building materials on new estates. Roof lines in keeping with town centre. Sympathetic landscaping. Tree planting to minimise pollution. Provision for bikes. Sympathetic use of modern building materials. (Excellent planting on the Industrial Estate!)
Ensure that development delivers 'passive' style housing - minimise environment impact by driving down resource use. Seek to make MANP am exemplar for how development should be done
Some new development could include terraced houses (with adequate parking)
That they do not overwhelm our existing and historic buildings
ALL new buildings should have sustainable urban drainage systems (suds) or the need for water will be difficult to manage plus other energy saving designs
Light, renewable energy, rainwater harvesting. High insulation, passive solar - community heath and power
All new housing needs to be energy efficient with passive solar PV rain water harnessing etc. Marlborough does not need more executive homes to be bought by downsizing Londoners
Eco friendly, water efficient, good access for disabled and sufficient parking for everyone living there including space for visitors/carers/workmen etc. Designs can only be taken case by case, but aesthetically pleasing
Avoid large estates, multiple small developments are better. Affordable doesn't need to be small
They must be beautiful, special and unique. Large gardens, ?? Architecture
Marlborough has increased in size a lot over these last 30 years also some of the villages so yes to affordable housing or social housing but must get health sports and a cemetery or school in place first
No comment
Low buildings, attention to colours and styles which match the surrounding
They must be aesthetically integrated and NEVER be allowed to become a "carbuncle" on the local environment
Well built and not intrusive
Design should be carried out by a good architect, well qualified and recognised nationally
In keeping with the area
Must fit in or complement the existing buildings already in the town

That they are in keeping with the heritage of the town
Scale (no high rise) and local materials
Yes to design guidance for areas adjacent to Conservation Areas. This could include access, design, size, scale, height and materials
Appropriate materials, form and detail
Housing designs are very poor. When we look around at older areas - terraces of housing with different roof lines and shapes, windows, rendering and height
Affordable and sustainable. Blending in with the general appearance of Marlborough
Quality architecture
Sympathetic to their location
All new builds should have eco friendly aspects - e.g. photovoltaic panels and include local architectural features
In keeping with the history of the town
I'm a fan of modern design and think it can blend in with existing architecture if done well. My pet hate is pastiche development - low cost buildings trying to mimic older buildings
To be in keeping with current building style, space for facilities to (<i>illegible</i>) adequate off street parking to reduce congestion on roads, proximity to public transport links (<i>remainder illegible...</i>)
New buildings do not necessarily be the same as existing buildings, all new buildings must design worth and not flat, bland blocks
Not to be wedded to an overly traditional view for new building
Sympathy with existing built environment
Architecture in keeping with historical buildings
Sensitivity to the local environment
Suitable in terms of scale, especially height and in landscape setting. Must be in keeping with what exists now
Affordable, good quality, efficient and most important with sufficient supporting infrastructure such as parking, roads, public transport, schools, health facilities or sports facilities
That they should enhance the appearance of the area. This doesn't mean retro - I love really well designed modern buildings. Sustainability is important - solar panels should be built in for example
Harmony in design with existing buildings
Large housing developers appear to have generic plans and designs that are tweaked to make houses fit in with the existing properties. A strip of flint on a red brick house is not enough. The South of England has become an homogeneous, characterless estate

Q11 – WHAT ARE THE MOST IMPORTANT ASPECTS OF OUR HERITAGE THAT SHOULD BE PRESERVED?

Maintaining what we currently have with minimal additional development
Maintaining the integrity of the High Street. Enhancing the river area and giving information relating to what industries it supported. Displaying any artefacts for all to appreciate, eg setting up the redundant mill wheel in a public place, i.e. Town Mill site or Coopers Meadow.
The overall history of the town.
All.
All of it.
No more developments
We live in a town in an incredibly beautiful and accessible area with a reputation to match. We should go to great steps to retain that status
Architecture and history.

There are many listed buildings which are on main roads and are being damaged by heavy traffic, road calming measures would help.
Trying to ensure we avoid shops like McDonalds, but providing more facilities for children.
Wildlife
The River, extending access and a river walk East from the town would be great. Perhaps development site F has a part to play here
Our wide high street and the historic buildings in the whole town
Preserving Marlborough's country market town status, not turning it into some kind of mini Swindon. This means no more housing estates or care homes at least until satisfactory public services are in place. The town is developing an urban agenda that is moving away from the rural needs and wants of its surrounding countryside. This needs to be addressed, together with a reach out plan to put to Wiltshire on managing the transport issues that blight all of our lives now. Like working with business, it appears MTC does not have the capability to develop such a strategy.
The history.
Might be an idea to think about traffic destroying listed buildings aided and abetted by a lazy council who only want to build more houses so we can bring more people here and perpetuate the problems greed is at the bottom of all of this
Our listed buildings and those in areas outstanding beauty, The Common, the width of High Street.
All of it we are so lucky to live in a beautiful town and countryside we all have a part to play in looking after it for the future generations
Rural open spaces, archeologically rich areas to be properly identified and preserved, developments to be appropriate and sympathetic to the appearance and character of the local environment.
Historic buildings, archaeologically important sites, ancient forest and woodland
The historical buildings around the area
Walks, outdoor areas for health and wellbeing. Marlborough lacks parks, picnic and outside areas, what we currently have MUST be maintained and kept. No more building.
Modern and old living side by side careful consideration to resort action and not just tear down and rebuild
Tradition and history
Farmland and our fast disappearing countryside.
The High Street is Marlborough's most important heritage asset. Opportunities should be sought, when future developments are being considered, to undo some of the damage caused by inappropriate earlier development and fire. Namely: the former Woolworths (now a clothing shop), Dillons, the betting shop, the missing top floor of the Polly Tea Rooms. If any changes are made to these properties we need to see improvements that improve or are in keeping with the historic setting of the High Street.
old buildings in Marlborough
We will not have a future unless we tackle climate change this should be our priority.
Green spaces like the common and around the town
There is so much! From Victorian lampposts that have been vandalised by the addition of incongruous modern light fittings to preserving pedestrian pathways through the town as well as historic buildings. It would be nice to see modern shop fronts phased out and returned to traditional.
No opinion
Historic buildings
All as mentioned above. I used to like driving down into Marlborough and seeing a wonderful Market town nestling below. The golf clubhouse, St Johns School, the hotel and no doubt other monstrosities in the future will continue to truly spoil those views and what made Marlborough special. More care would have made such a difference.
This representation is on behalf of St John's Close Residents' Association and does not cover this issue.
The maintenance and preservation of historic buildings, the importance of protecting the environment and the need to restrict development so that it does not encroach on environmentally sensitive areas. Some spaces which are not preservation areas still need to be kept free from development to allow local

inhabitants and others to enjoy what is a beautiful town. Too much development would spoil the area for both the local population and the tourists that come here and are a valuable source of revenue.
St Peters school, Old buildings, Old trees and our general history
Not just the larger old houses, but also the social history of the town. It would be great to understand and record more about the relatively recent history of some of the old industries/housing areas etc whilst people who remember them are still alive to record them. eg the old Rope Factory, the Tannery, and places like St John's Close where there is a strong local community connection eg local benefactors developing housing to improve on the slum facilities then available for workers in the town centre.
Town centre historic building and blending new development (ie not the monstrosity that is Cromwell Court). Diversification of shopping and encouragement of local independents / market traders. Local pubs and restaurants . Slow traffic in the High Street to enhance the shopping experience and safety for all.
The character and feel of the high street and all the significant buildings there, and our historical green spaces like Coopers Meadow, Fishponds and Stonebridge. The surrounding countryside - building too much up onto the surrounding hills will lose the immediacy of the countryside.
Approaches to the town, widen pavements in the high street and slow down or reduce the traffic from the centre
The historical street scenes of the conservation areas
Those things that make Marlborough unique and make it a place to come to.
Listed buildings in the High Street need to be retained.
that towns are for everybody and not just certain sections of the community.
The churches at either end of the high street and the remaining historic buildings on the high street
Stop traffic in the town, it has increased and increased therefore making pollution very high and causing medical issues
The High street in its entirety and local woodlands, Savernake Forest and West Woods and the Marlborough Downs
Listed buildings should be repaired & maintained, Owners held responsible & legally required to do so (eg housing by the garage on London Road) people could be living there
All of the history of the town the blue plaques are to be saved
High street and forest
Older properties and the overall style of architecture being red brick individual buildings sloping roofs
The attractive old buildings that we have left and our views along with attractive large trees such as copper beech that give the town its character.
Buildings
The traditional Georgian Architecture of Marlborough
The High Street and its environs - and the nearby green spaces.
Churches, listed buildings
Protect the countryside from developments by agriculture
Use of brick and flint
The present library - the Victorian school - the Town Hall
Marlborough has a great deal of charm and history but is also very vibrant so developments like the conversion to a cinema of the chapel in the Parade is imaginative, fun and very useable use of an old building. More please
As above respect what is there - no eye sores
Diversity of buildings
The main Marlborough High Street and Manton High Street
Library, churches, town hall, schools are all heritage sites which need protection especially on changes of use

The green environment needs preserving for wildlife and future generations. Any new developments should be in sympathy with local building styles and surrounding historic buildings
the landscape/archaeology/trees/views/biodiversity
The medieval buildings, the diverse nature of the town centre buildings
Too late
We need to maintain our identity as a market town. Going forward including up to 2036 we will have to fight very hard to achieve any of the things we are seeking to do through our plan. We have already been told we are now included in Swindon for future housing needs. The huge issue is that we are not part of Swindon, are local needs are different and most importantly at this stage we have no representation as far as I am aware. Who submitted this proposal, well of course central government via their agent WC. We need to fully understand that up until now we were minnows with little say in anything. We are now in the proses of becoming tiny tiny minnows with an apparent voice to express our views and needs. But in reality we are being sidelined to ensure our central government can just impose what policy they want, we are nothing. Look at another way government came out with a major road programme. Long document. On the face of it given our traffic issues we meet the criteria to obtain funding. One problem our population is to small to be able to bid. Result big urban areas in Wiltshire get funding, which in turn will help them sustain economic viability. We on the other hand are left to rot, having to make do with a few crumbs, like resurfacing the A4 west of Marlborough with substandard material and workmanship that the contractor should be embarrassed about. Other parts of Wiltshire get high quiet road surfaces. We don't but there again we are almost of no consequence.
Urban development should always embrace the wider environment - landscape with utmost sensitivity
Our listed buildings - the High Steet and the setting for the town
Feeling of history and green space. A good mixture of people - not just retired/older people. A town prepared to change with the times
The high streets
Green spaces. Marlborough Downs. High Street - roof lines in keeping with town. Alley ways. Buildings; historic interest
Minimal change in visible areas!
Our high street and also the fact that Marlborough is quite contained and would lose its appeal if permitted to sprawl
All heritage should be preserved when possible
A coaching inns trail? Good access to the forest, the river and wildlife. Wiltshire Council should stop using and spraying poisons on the verges
Any new building in the town needs to be in keeping with what is there now. No ?? Advertising signs. Improve access to the Kennet in any town centre design
Historic buildings, traditions, the market, the chalk stream, the wild habitats, the green spaces, the flora and fauna, but possibly the most important thing is the preservation of our aquifers
Architectural integrity of high street and surrounds
The town must be preserved in its current state to the greatest degree possible. All large changes should be ??
The forest our old (<i>illegible</i>) buildings the (<i>illegible</i>), the Common, our downland and roads and drives that lead to it, the river, our open spaces, the freedom to walk where we always have not to be what often 70 odd year we can't or we might not be able to
No comment
Rural aspects, architectural style
Marlborough is widely renowned for being of historical importance and must NEVER be spoiled by unintelligent, uneducated, over-enthusiastic development
Buildings and access to open countryside plus green spaces for children
The AONB and SSI
Our wonderful High Street needs to be kept alive - cheaper rents for individual shops?
the beauty of Marlborough High Street and its buildings

The High Street and the interconnecting back alleys from the High Street. The mix of new and old buildings within these alleys. Protection of the river frontage
Form and 'feel' of the High Street. Improve the river access and surroundings
The town is crowded with cars and better bus services - maybe a circular service - so that people do not have to use a car
All
Listed buildings
anything that is the character of the area
Existing historical buildings
Look and feel of High Street
The wide High Street and its setting
Character of town
Maintaining good quality of architecture
Good architecture. Sensitive landscaping. Our SSSIs. Our AONB status
Green spaces. Well done for preserving these so far - it will get harder
The High Street
Marlb High Street has succeeded in holding back the advance of neon lighting and signage that is inappropriate in an historic high street. This should continue. A range of colours should be specified to retain the charm of the high street. Existing planning rules should enforce the conservation rules to preserve the high street and its surrounding setting. This also applies to Manton and Minal

Q12 – DO YOU HAVE ANY OTHER COMMENTS?

It is not essential to add housing or employment development in each new planning maps for the area - there is a limit that is rapidly being reached
Ensure that any Companies developing large sites in the Marlborough area pay all their CIL charge and are not allowed to wriggle out of it by a loophole!
Please consider who you are doing this for, Marlborough is already a popular thriving town, why are you trying to change that a d potentially put this ar risk. I can say that a large number of residents are very unhappy about this.
Please don't turn the town into a social housing den like Swindon.
THERE IS NO REQUIREMENT FOR FURTHER DEVELOPMENT. MARLBOROUGH IS GROSSLY OVERLOADED IN ALL RESPECTS.
I realise roads etc are not included but any development or improvements for residents and visitors surely is impacted by the pollution,speed and density of traffic?
Marlborough doesn't offer anything for the younger generation, or young parents. There is more provision for the elderly and multi millionaires. For example myself and my friends have degrees and good jobs, but can't afford housing.
Please at all times consider the environment and precious wildlife above making money
The MANP group are to be complemented on the work that has so clearly gone into this project to date. Nevertheless, that still doesn't excuse the manner in which representatives from Manton and Preshute have been blocked from contributing until July 2019. This is inexplicable given the apparent good standing of many of the group. Most residents won't care at all about this plan, but the government guidelines about seeking community involvement throughout the process are very clear - and this project has not complied with them.
On the subject of the additional housing increasing the population: 1. Has anyone considered just how the utilities, let alone the GPs, will be able to deliver everything that is needed. The new pipeline running alongside the road to Swindon is testimony to the threat of a water shortage. 2. Has anyone thought about the extra traffic that will be flooding onto the Salisbury Road from the new housing opposite Tesco?

When will you learn that you have reached the end of reasonable development, unless of course you are trying to build another cock eyed mess like Swindon. This town needs a better infrastructure BEFORE you even contemplate more houses
We need to think 'prevent' add more housing would decimate the local environment and space, the surroundings in which people live proves to help health and well being. Building more housing and developing more land is harmful to the town.
Consider air quality alongside any new development.
Vital to preserve our farmland and countryside-one farmer in our midst has already been driven out by development.
This town like every other one has an urgent need for more social and affordable housing.
Currently over development of existing buildings for profit is escalating. Any new housing stock should include mixed properties ...not all 5 bed detached. Bungalows are disappearing and should be mandatory in any new site in proportion to the number of elderly residents who might prefer to remain independent in preference to residing in care homes. It would also free up family size housing as they downsize. Stricter controls on planning applications to convert existing bungalows to houses(for profit) should be a priority. Single storey should be maintained . With regard to renovating existing buildings ...George Lane formerly Skurrays garage needs redeveloping, also the commercial buildings on London road next to existing petrol station. Thank You
no
Unless we act now the world will have warmed by over 2 degrees and we will be facing social breakdown.
Our plan should be ambitious and we should not be held to ransom by developers. The example of the Garage redevelopment at Granham Hill by McAurthur Stone is a great example of how Marlborough has gained nothing except additional healthcare costs, and the developers have profited (not even paying the section 206 they committed to at the start). We should be insistent that any new development improves quality of life in Marlborough and meets housing needs of young residents, not incoming elderly people. So far development has reduced quality of life by increasing the number of cars, overcrowding the new school and adding more people than our health service can look after. We need new homes to be energy and water efficient, and we need all development to achieve a biodiversity net gain.
The Environment and air quality of the town needs to be front and centre in your thinking
Reduce the impact of parking on the high street, introduce cycle tracks, eliminate traffic bottlenecks on Kingsbury Hill and The Common by deleting the current parking arrangements which result in traffic jams, road rage and accidents.
I think the issue of parking for people who work in Marlborough should be addressed. More affordable parking will also encourage more visitors to the town.
Congratulations and thanks to all those involved in the complex exercise of getting to this point.
Build a bypass
This representation is on behalf of St John's Close Residents' Association and relates to Local Green Spaces at St John's Close and the Common. We will also deliver a hard copy of our representation to Marlborough Town Council which may be easier to read than via the online questionnaire.
I have already highlighted the problems that I have seen with regard to the Barton Dene site, especially the creation of a new road. The best way in to and out of that area is through the existing road in the valley between the leisure centre and the college playing fields. The other road would cause tremendous loss of habitat, trees and serious problems for those residents whose homes it will affect.
No
I greatly appreciate the work that has already been done on the MANP and appreciate that it is difficult to find solutions to suit everybody. Keep up the good work!
Excellent approach that is to be applauded - particularly the provision of an integrated holistic long term plan to aid clarity and consistency going forward. It will inevitably need nudging one way or another as time goes by but as they say " a failure to plan is a plan to failure".
The development of the NDP should not delay issues that we know need solving and have solutions for, eg expanding parking at the rugby club. Anything that can be done about business rates on the high street would be welcome, as this is often what causes businesses to be unsustainable, as well as the

parking issue. Please also make further online consultations more user friendly. The comments boxes are far too small, especially for mobile and tablet use where it is difficult to scroll. Also please try to do more in person consultations. The opportunities were limited and coming into holiday season means even greater risk of people missing it. Appreciate all the time and work put in so far, thank you!
Disappointed to see no mention of Marlborough's illegal levels of air pollution, and even less of substance to address them. Same measures will lead to the same results of congested polluted streets that our children risk their health and safety when walking along.
to use the old cliché, more thinking outside the box is required.
Ensure people know about the survey! I only found out on Facebook, why no publicity
Ensure all future development helps create jobs locally, provides affordable housing, take pressure off GP surgery and get rids of building eyesores (at last the old Antiques emporium is being demolished!!
I am fed up with Barton Park dog owners having to walk around with poo bags We really need some dog bins as most people throw the bags into the hedges.
Will we still own cars in 2036? Perhaps banks of driverless electric cars will be in every town, self parking and self charging and ordered by phone and pay as you go. They will reduce pollution and parking and we should be planning for this scenario now.
Traffic flow in the London Rd. MUST be addressed to ease congestion to the North & South sides of the A346
Pass
Need sometimes to think outside the box to find solutions. Need to take into account likely changes in the way we will lead our lives in 20/30 years time. Encourage more healthy lifestyle and less stress on the environment
Please do something to encourage more doctors to come to Marlborough. Could you acquire housing for them or even a surgery?
I am over 70 and want to see the young people of the town staying here. No more old folks homes please. The plan should be biased towards young people to bring life to the town
Whilst Marlborough has just reached its correct target presumably through the old St Johns site, and Salisbury Road, care should be taken not to overdevelop (despite a 40% figure for affordable housing). Any further development should be tasteful and aesthetic for Marlborough High Street and facilities is less capable of expanding in proportion to meet the needs of an ever growing population
No more ladies expensive clothes shops. No more old peoples ghettos
The omission of any environmental concerns is grave. They must be a priority. Public transport is crucial to dealing with too many cars. Being inclusive in your housing plans is important. What about low paid workers in businesses? What about older/disabled people's housing needs?
Most people would really like to know how the development plan will assure the "affordable housing" is indeed "affordable" who can make developers make the price "affordable" it has never happened in the past and I cannot foresee a time when this is enforced. Why is there no recreational facilities for adults in Stone Bridge Reserve - how about a few swings for the children - a barbecue area for families - and seats facing our beautiful river - are we so ashamed of our river it has to be hidden by weeds
As a basis for all these plans for the future expansion of this population of the town it is essential that action is taken to reduce the traffic congestion, both N-S on A346/345 and E-W on A4 principally by redesigning the routes
We need to maintain our identity as a market town. Going forward including up to 2036 we will have to fight very hard to achieve any of the things we are seeking to do through our plan. We have already been told we are now included in Swindon for future housing needs. The huge issue is that we are not part of Swindon, are local needs are different and most importantly at this stage we have no representation as far as I am aware. Who submitted this proposal, well of course central government via their agent WC. We need to fully understand that up until now we were minnows with little say in anything. We are now in the proses of becoming tiny tiny minnows with an apparent voice to express our views and needs. But in reality we are being sidelined to ensure our central government can just impose what policy they want, we are nothing. Look at another way government came out with a major road programme. Long document. On the face of it given our traffic issues we meet the criteria to obtain funding. One problem our population is too small to be able to bid. Result big urban areas in Wiltshire get funding, which in turn will help them sustain economic viability. We on the other hand are left to rot, having to make do with a few crumbs, like resurfacing the A4 west of Marlborough with substandard

material and workmanship that the contractor should be embarrassed about. Other parts of Wiltshire get high quiet road surfaces. We don't but there again we are almost of no consequence.
Affordable housing that is sustainable and of good design - not 'off the shelf' Redrow. Facilities for teenagers. Ensuring that services are sufficient incl water. Preshute should remain in Manton with a smaller number on roll. No more car parking - lobby for improved bus services
Thanks for doing this - I think its very important. Would have been prepared to sign it.
A lot can be learned from the excellent landscaping/design of estates in Swindon. Green spaces between communities, variety of building styles and materials e.g. hospital estate & the Witchelstowe site. The Savernake site uses one brick colour - very disappointing. The Marlborough Downs are unique and I would be very sad to see the development of site E
Important to avoid adding new houses which act as a dormitory for people working in Swindon/M4 corridor. Design for sustainability is a must
A "bypass" from the A4 near the Chopping Knife Road junction through the industrial estate and across the Redrow estate to the Pewsey Road should have been built to ease traffic problems
Well done all involved
Future community events incl the schools - visioning the future; community land trusts. Not continuing austerity policies. These harm individuals, families and the community
We must ensure that Marlborough remains vibrant for ALL age groups and does not slide down the slippery slope to become a quiet retirement village
Need through traffic diverted to A34 - air quality already poor. Pedestrianise the high street (if only!). No more retirement homes - the town needs more diversity and vibrancy not less
There is no shortfall of social housing. There is only excess of local people who feel that they have a God-given right to live around Marlborough, and seek to place a duty on others to provide them with artificially cheap houses to enable this. If people do not work hard enough to purchase a property at market price, they can go and live elsewhere. We should not pin the demographics, character and architecture of this very special town in order to pander to them
Just please don't spoil our countryside fill in if you must but not on Dene that will only go all the every (<i>illegible...</i>) to the farm building and ruin a beautiful place we need space to walk and get away to see the countryside on our doorstep
Importance of sustainable development
Affordable houses should stay affordable; find a way to prevent them becoming 4/5 bedroom houses due to extensions
1) People must be encouraged to pursue their sports and leisure activities within the town area, thus avoiding the need to travel to Swindon or elsewhere. 2) Good balance of interests for ALL age groups - young and old alike - eventual developers must be able to demonstrate their ability and willingness to do this or they be told to go away 3) Cinemas, bowling, youth clubs must be part of the equation
Affordable housing is proportional to the nature of employment needed. Most of the High Street employment is of retail minimum wage. The provision of housing needs to flexible to the
Approve of these aims
Well done
Encourage more under 60s to move to the town
Yes it is a good idea to have a Neighbourhood Plan and seek residents comments. The options for Marlborough are restricted by the AONB, Savernake Forest, River Kennet and its siting within a valley. I feel it is particularly important to consider the view of any new housing or employment areas from the surrounding countryside as well as its visibility from within the Town. This is alongside all the other necessary considerations such as access, drainage services etc
The surgery in George Lane had great difficulty finding GPs. Also although we now have a new dentist - will they stay within the NHS. Great Western Hospital is always busy with this increase in housing, not just in Marlborough, how will it cope? At this time I cannot see the economic viability of suggested schemes. Planner should not be able to change plans on appeal
Keep Marlborough beautiful and thriving
Keep up the good work!

congestion and parking must be addressed otherwise new development will bring the area to a halt and have a negative effect on all that is trying to be achieved

Marlborough has a unique geography - people need to realise that you will have 4 routes in/out. The town cannot support any further large developments. Existing brown sites should be developed for affordable housing not OAP or 4/5 beds!

Housing should focus on public/social housing provision, I would also support a focus on encouraging increased and more diverse employment opportunities in Marlborough

Questions about the amount of housing being suggested - seems excessive for Marlborough. Large uplift in number of houses proposed from 2026 plan

With the extra planned housing, how are we planning to deal with the already excessive carbon emissions?

Well done to those who are working on this. It will be a very valuable guide to all future developments

Maintenance and restoration of existing amenities and infrastructure and provision of additional supporting amenities and infrastructure is paramount otherwise the town and area will continue to deteriorate in quality and service

Affordable homes for local people is a difficult aspiration to achieve but is an important factor in building and maintaining a cohesive and balanced community. If different generations of families are retained the community benefits as older generations can be supported and retired grandparents can support working families with childcare. Many of the employment opportunities in Marlborough are in the low paid bracket and affordable housing helps to reduce traffic movements on our overcrowded roads and parking problems. Maintaining a less transient population could help to build a community spirit in the town which could improve the voluntary work carried out in Marlborough and encourage more groups to undertake social events such as carnivals etc