
From: Manns, Christopher
Sent: 24 November 2017 17:31
To: Medlin, Eileen; Developmentmanagement
Cc: Francis, Richard
Subject: RE: 17/04772/FUL - The John Bull, Westfield Road, Trowbridge
Attachments: RE: 17/04772/FUL - The John Bull, Westfield Road, Trowbridge

Categories: PRUE

Hi Eileen,

It doesn't appear that the revised plans are on the web as yet, however, I draw your attention to my attached email, which includes a revised site plan. Assuming the revisions are in line with the attached, I adhere to this recommendation and proposed conditions.

Kind regards,
Chris

Chris Manns BSc (Hons) MSc
Highways DC Engineer (Level 3)
Sustainable Transport Group

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From: Medlin, Eileen
Sent: 22 November 2017 09:55
To: Developmentmanagement
Cc: Manns, Christopher; Francis, Richard
Subject: FW: 17/04772/FUL - The John Bull, Westfield Road, Trowbridge

Hi,

Can you reconsult on this application for 14 days. Please advise all neighbours and anyone who wrote in, the parish and internal consultees again.

I have uploaded the revised plans.

Thanks,

Eileen

From: Cosker Richard [<mailto:richard@rcctownplanning.co.uk>]
Sent: 17 November 2017 08:54
To: Medlin, Eileen
Cc: Francis, Richard
Subject: RE: 17/04772/FUL - The John Bull, Westfield Road, Trowbridge

Dear Eileen,

Further to our previous communications please find attached the amended drawings showing the changes agreed.

Hopefully these can go out for a 14 day re-consultation as quickly as possible and we can then proceed to the issuing of the permission as quickly as possible after that as the application is now well beyond the target date.

On the meantime we would welcome site of the draft planning conditions proposed.

Kind regards,

Richard

On 14 November 2017 at 15:36 "Medlin, Eileen" <Eileen.Medlin@wiltshire.gov.uk> wrote:

Dear Richard,

Thank you for the amendments and explanation. Richard Francis and I are in agreement that this is an improvement and that we will not seek an acoustic report up front.

We would like to see "silent tarmac" used for the whole route from the delivery bay to the store.

Please look at how best to layout the area in front of the residential properties while you are making the revisions. Ideally I would like to see the parking for the flat more directly related to it.

I will have to re-consult on the application due to the relocation of the service yard but this can be a 14 day reconsult.

Richard is drafting conditions which you and your client can review and we will tweak if necessary.

Regards,

Eileen

Eileen Medlin

Senior Planner

Economic Development and Planning

Wiltshire Council Central Team

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Website: <http://www.wiltshire.gov.uk>

Please note that I work part time and my working days are Tuesday, Wednesday AM, Thursday AM and Friday. I therefore only access my emails during this time. If you need to contact the department in my absence,

please forward your email to developmentmanagement@wiltshire.gov.uk.

From: Cosker Richard [<mailto:richard@rcctownplanning.co.uk>]
Sent: 13 November 2017 10:39
To: Medlin, Eileen
Cc: Francis, Richard
Subject: 17/04772/FUL - The John Bull, Westfield Road, Trowbridge

Dear Eileen,

Further to my telephone conversation with you on Friday I have since had an opportunity to discuss the issues raised with the clients further.

As suggested by you they are willing to move the storage yard, bins and plant etc to the other side of the building but with access still coming from the loading bay side. This means any activity in the yard to do with deliveries or rubbish/recycling will now be on the side of the pub where all the previous activity took place. The only activity next to 50A would just be when deliveries are taken in via the door on that side of the building when deliveries come in via a vehicle in the delivery bay.

I have attached a quick illustration to show what is proposed (prior to getting the plans formally amended) and would comments as follows;

1. The area outlined in light blue is where the bins and plant will now be located behind a timber fence.
2. The illustration shows the two doors to the stock room, one on the east side and one on the west side.
3. The red arrow indicates the route of deliveries being taken into the western door from deliveries vehicles using the loading bay.
4. The new path shown plus the route indicated by the red arrow would be constructed using 'silent tarmac'.
5. An acoustic quality fence can be erected along the boundary with 50A.
6. The areas either side of the path way (as shown coloured green) will be landscaped so they can't be used for storage etc. This area could also be subject to a condition to prevent storage/bins in the area.
7. The western side door would be kept closed other than for when deliveries take place.

The activity and potential for nuisance on the eastern side of the building next to 50A will now be minimal with just the movement of the actual deliveries coming through the western door (the length and frequency of those deliveries have previously been set out by Vicky and are short and spread through the week). All the other activity in the yard will occur in the location recommended by you. As such I would hope that making these changes means that an acoustic report will not be required The plant within the yard area on the eastern side of the building can be subject to acoustic attenuation and this could be controlled by condition rather than being needed 'upfront'.

With regards to the hours of opening, I advised my clients of your comments but would like to remind you that the nearby shop is open 7am - 10pm and the permitted use of the building is as a pub with opening hours beyond 11pm. With the shop the amount of customers reduces significantly as the night goes on whereas with the pub use the numbers of people increases and there can be a peak for potential nuisance at closing time after 11pm.

On the other issues discussed, the amended drawings will also move parking spaces H2-H5 to the front of the houses (and the visitor space next to the turning area) so as to create more space for landscaping. In addition the orange line just beyond space 12 and on the opposite side of the drive, indicates the position of fencing to help delineate the residential part of the development from the commercial part.

Hopefully you and Richard can agree that these changes address your concerns and that an acoustic report is not needed up front. Once we hear back from you we can get the amended drawings prepared.

Kind regards,

Richard

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