

# Stanton St Quintin

## Neighbourhood Plan

...to Services and facilities, what would you say were the priorities for your area in the next 10-15 years? (please mark one for each row)

	Extremely important	Important	No particular view	Not important	Don't know	Not relevant
The School						
Garage						
Health Hall						
Church						
Library Van						
Pub						
Shop						
Play Park						
Creche facilities						
Any other facilities issue						

...of the above questions which you have felt was "Extremely important", could you describe how and where (if possible) the change could happen?



...Neighbourhood Plan Survey

...regard to Housing, what would you say were the priorities for your area in the next 10-15 years? (please mark one for each row)

	Extremely important	Important	No particular view	Not important	Don't know	Not relevant
Design						
Affordable housing						
MoD housing						
Housing to link the two parts of the village together						
Retaining the rural feel						
Increasing the overall number of houses						



Survey Analysis/  
Issues Report  
June 2018

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# 1 Purpose

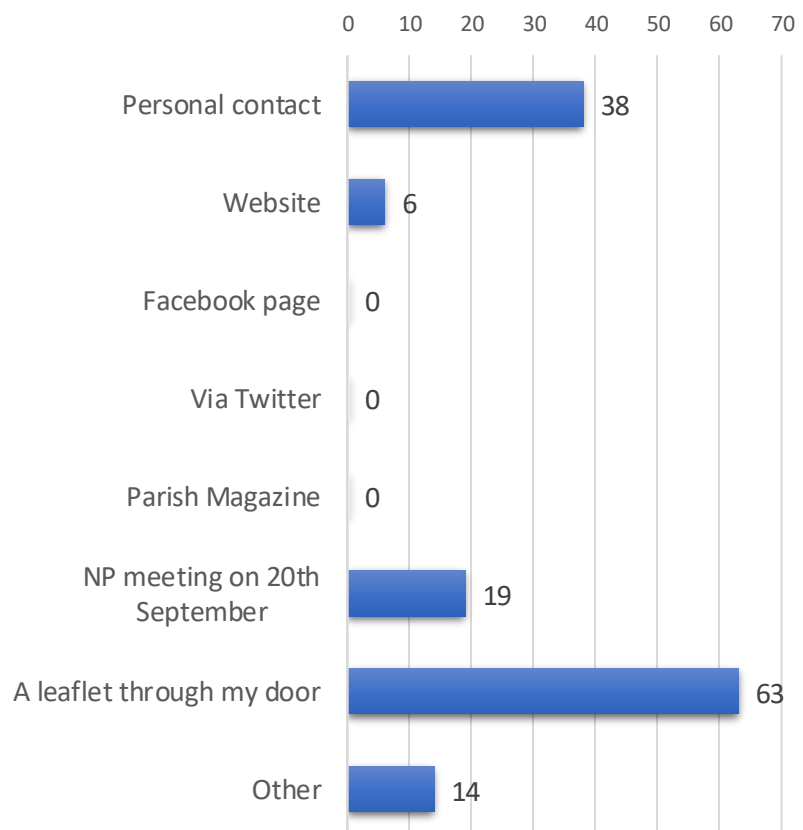
The following document is the analysis of the survey which was undertaken over December 2017 and January 2018. The document also sets out the planning policy context for the Neighbourhood Plan, in relation to the issues raised by residents in the survey. This is to provide a clear understanding of the “rules”, the higher-level policy, within which Neighbourhood Planning operates, and will help to guide the production of various options (in the next phase of the work) for addressing the issues.

A total of 131 people responded to the survey, making over 700 long answer comments in response to the questions. All of the answers have been read and analysed, along with the quantitative data that people provided about their views on the relative importance of different issues. This is a rich set of qualitative and quantitative data which provides a good basis for understanding the issues that will be important to residents in developing the Neighbourhood Plan. The data collected in the survey complements that collected at the Community Engagement Event in September 2017, which was reported on at the time, but which echoes many of the themes that are emerging in more detail through residents’ responses to the survey.

Respondents heard about the survey from a variety of sources. Of the 126 answering the question, 63 stated they heard about the survey via a leaflet through their door (63) and through personal contact (38)

Full Respondent answers, answering “other” are at

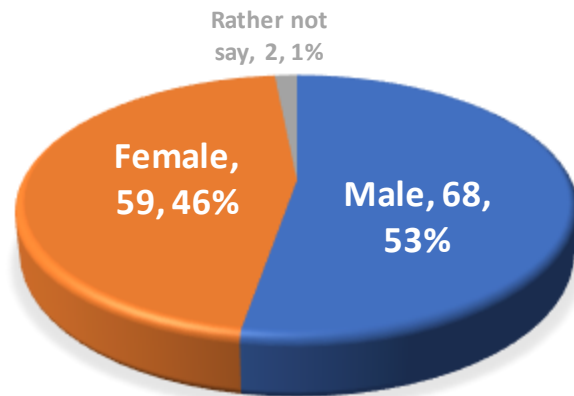
[Appendix 1](#) (Q1)



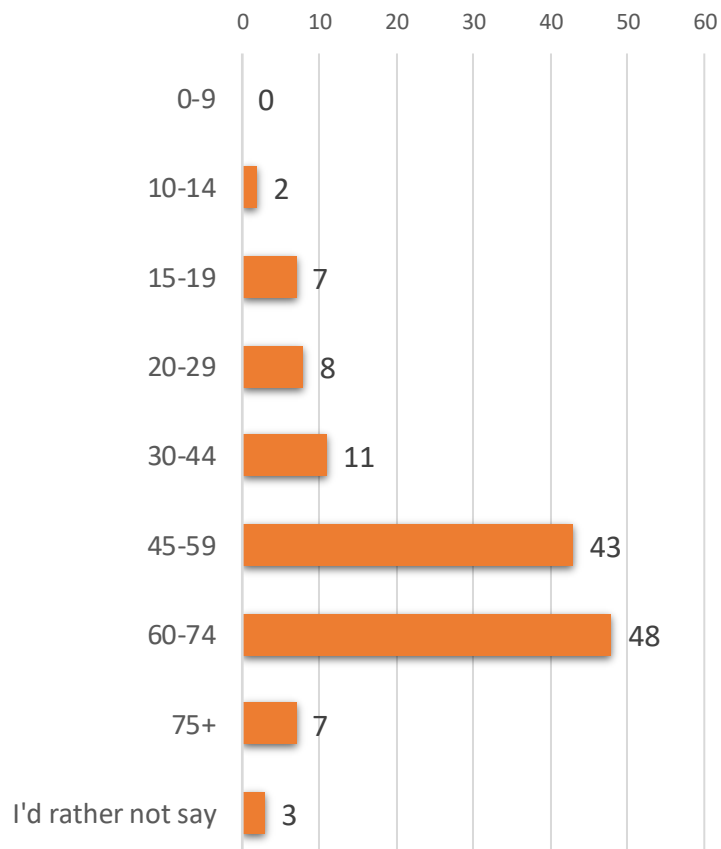
## 2 Who answered the survey?

There were 131 respondents to the survey. 13 responses were via paper survey 117 were collected online.

129 answered the question regarding their gender; 53% were male and 46% female.

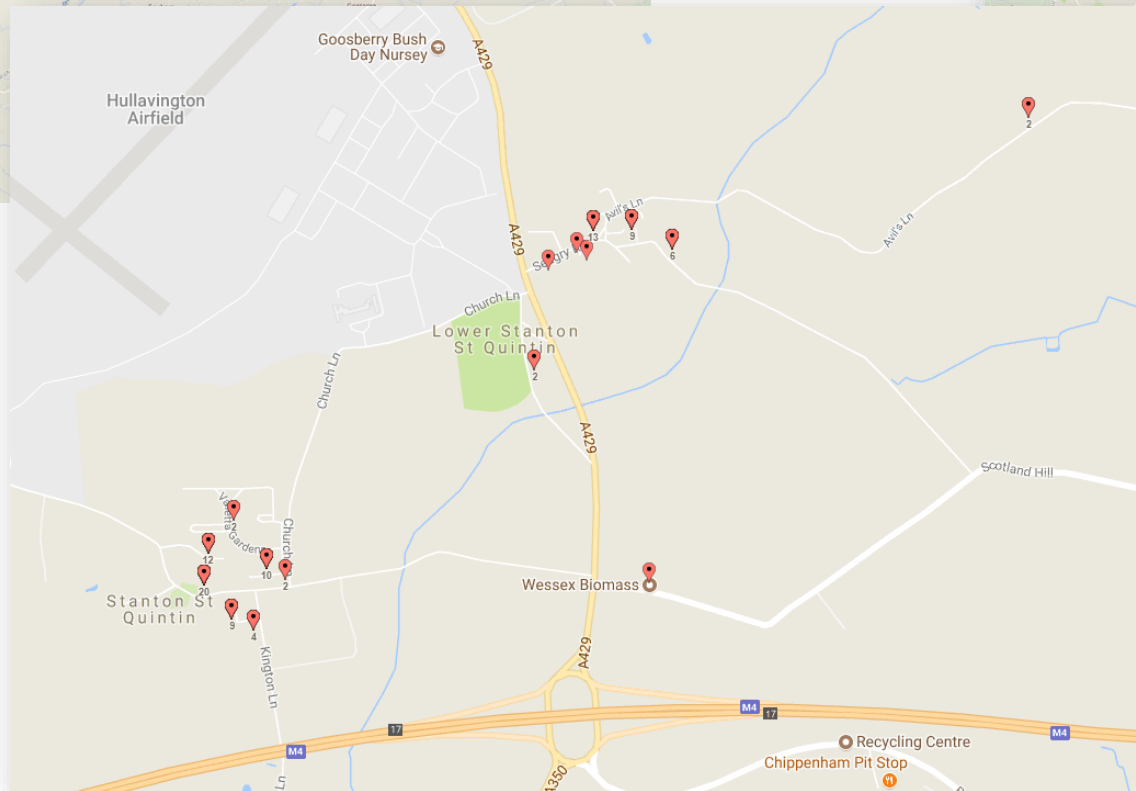
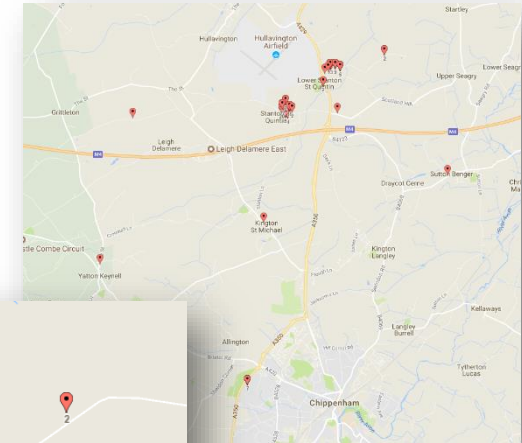
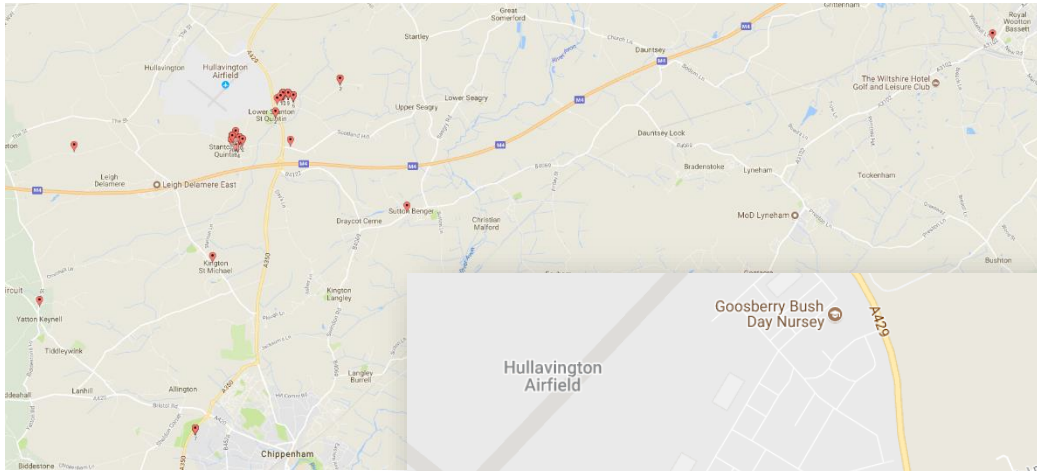


The main age groups' responding were 60-74 (48, representing 37% of those answering the question)) and 45-59 (43, 33% of those answering the question).



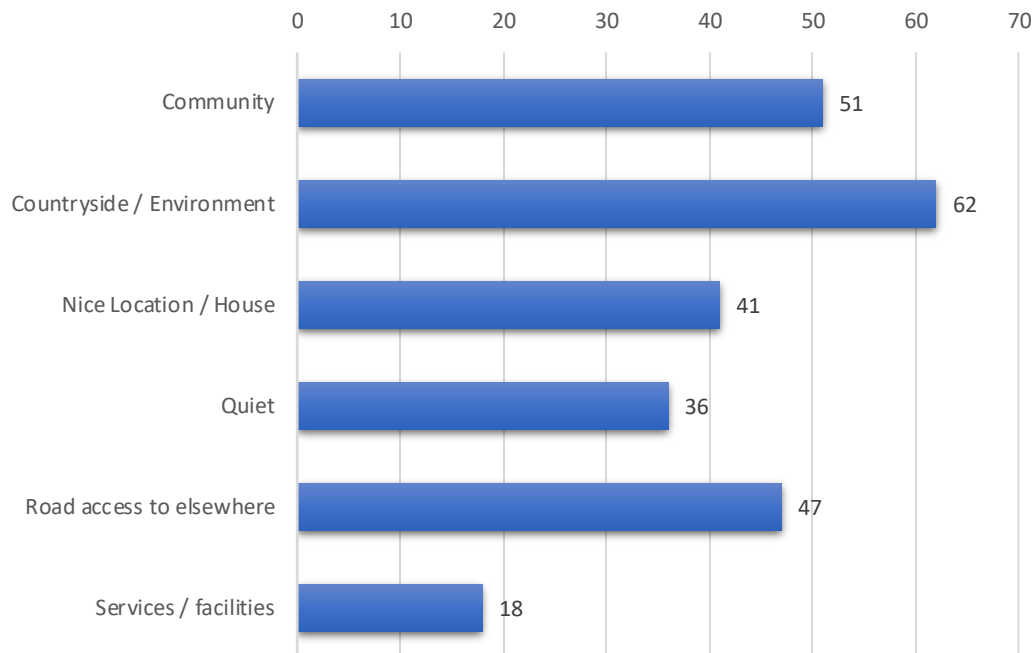
There was an even spread of postcodes across the area, using 121 usable postcodes

(maps show spread of postcodes – numbers on flags show numbers from a particular postcode)



### 3 General

Q5 What do you like best about the place where you live?

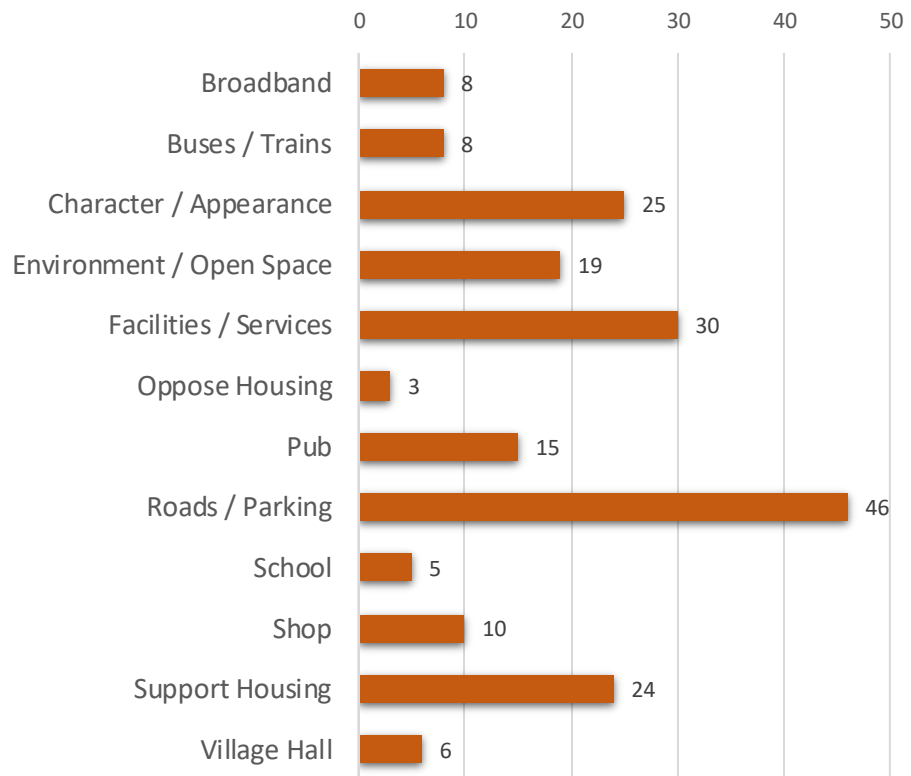


For full respondent answers, see [Appendix 2](#) (Q5)

The most common themes raised here were the rural setting of Stanton St Quintin and the sense of community that is felt by many residents. Respondents felt that good road connections were important to them, and many were happy with their homes and immediate surroundings.



Q6 In general terms, how could your area be improved in the future?



For full respondent answers, see [Appendix 3](#) (Q6)

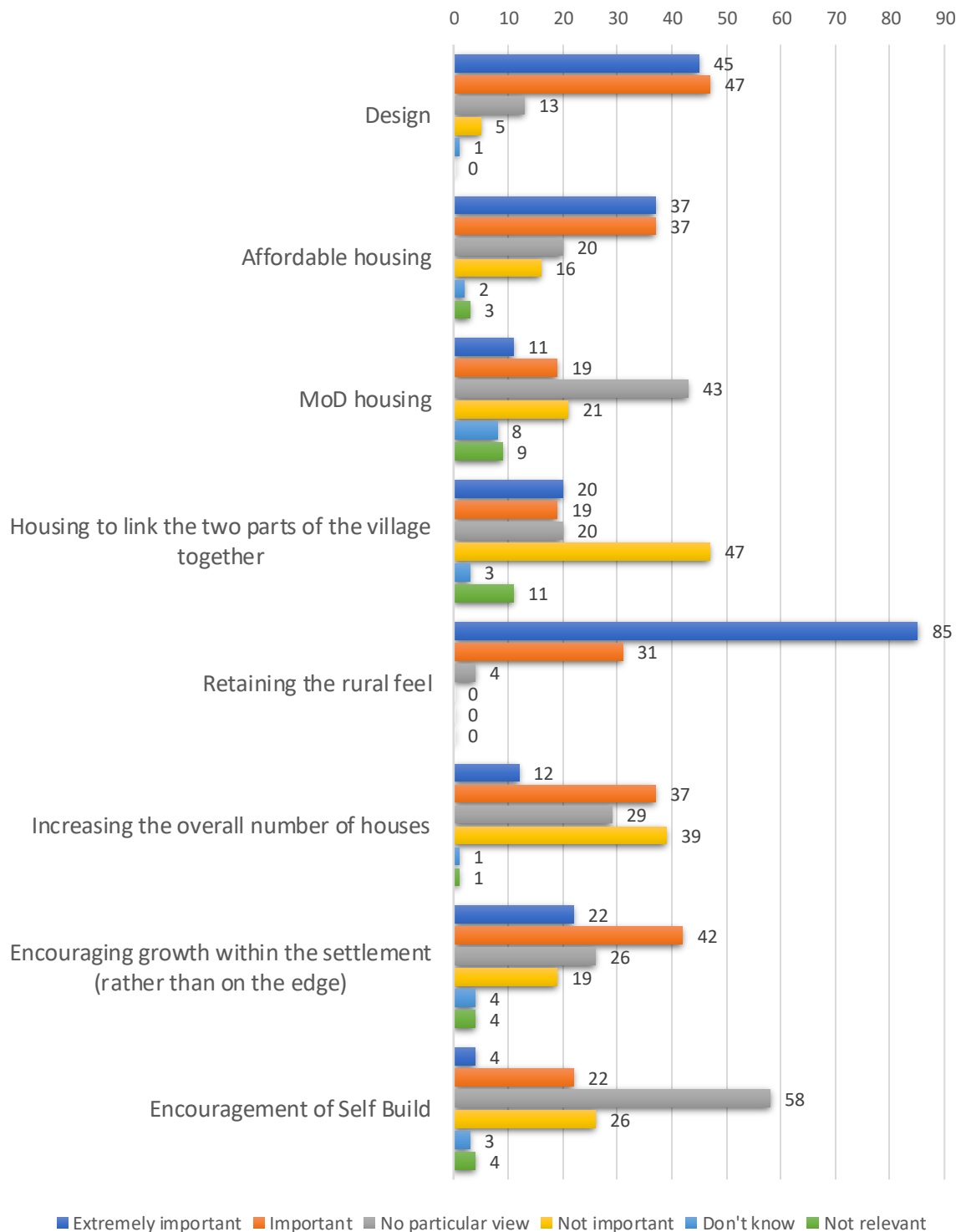
111 residents chose to answer this question. The most commonly raised issue that residents felt could be improved about their area was roads/parking. The particular elements of concern/possible improvement on this theme were:

- Parking near the school
- Speeding traffic
- Crossing safety at A429 junction
- Poor road surfaces/maintenance
- Car-share car parking in the village

30 residents felt that services and facilities in the villages could be improved, with some people adding further details about supporting the school, additional activities and social opportunities and a pub. 24 individuals commented that additional housing would help to sustain the villages and may make service provision/continuation more viable. In terms of character and appearance, residents commented that any development should be small scale and inkeeping with the villages to help maintain their character, and that litter and flytipping are a problem. Residents also remarked that the empty/underused military housing did not enhance the appearance of the villages.

## 4 Housing

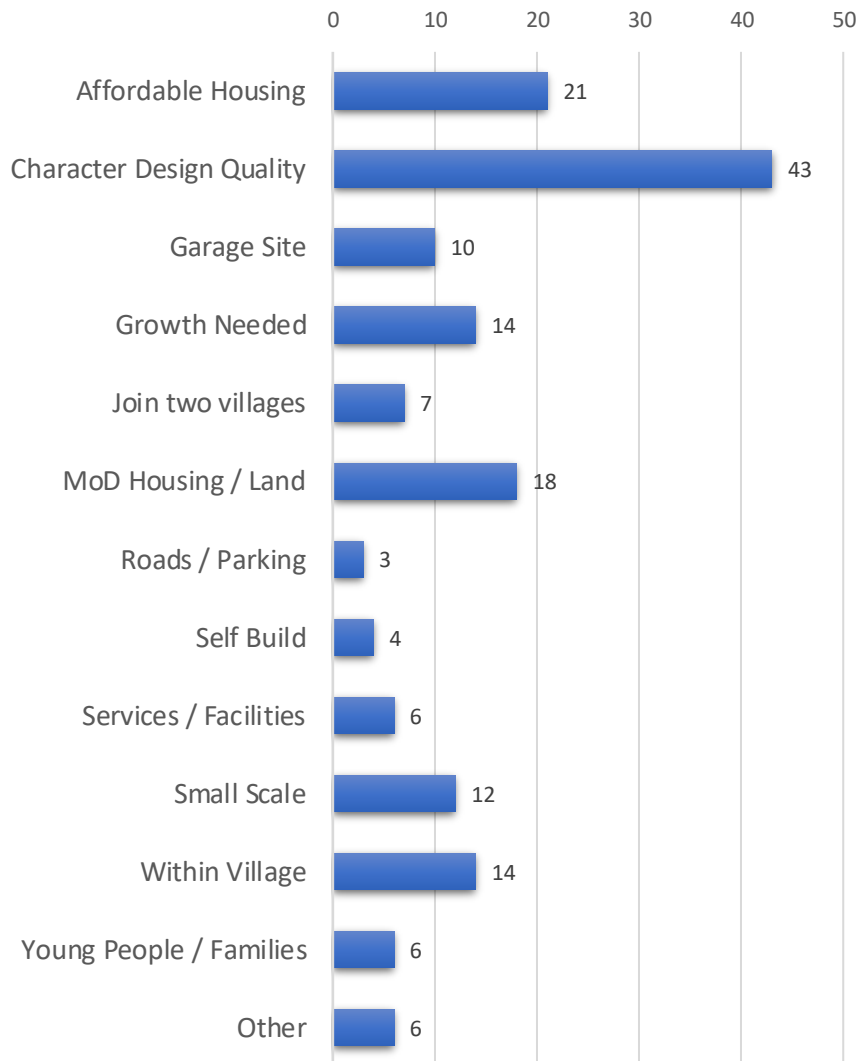
Q7 With regard to Housing, what would you say were the priorities for your area in the next 10-15 years?



121 answered question



Q8 For any of the above which you have felt was "Extremely important" or "Important", could you describe how and where (if applicable) you feel positive change could be accommodated?



Full respondent text answers can be seen in [Appendix 5](#) (Q8)

In terms of priorities for new development, residents were concerned that housing fits within the style and character of the villages, and 24% of those who responded to the question felt that affordable housing for local people to help them stay in the villages would be appropriate. Whilst several people suggested linking up the two villages with development, others felt that it was important to keep development to a minimum, and within the boundaries of the existing built up area.

The opportunity presented by the largely disused MoD housing was raised by 18 people who felt this could be put to good use, either in its existing form or through being redeveloped to meet local needs. Brownfield land at the garage was suggested by some as a suitable location for housing development, to improve the character and appearance of the site, and to help avoid developing greenfield land.

### Housing Policy Context

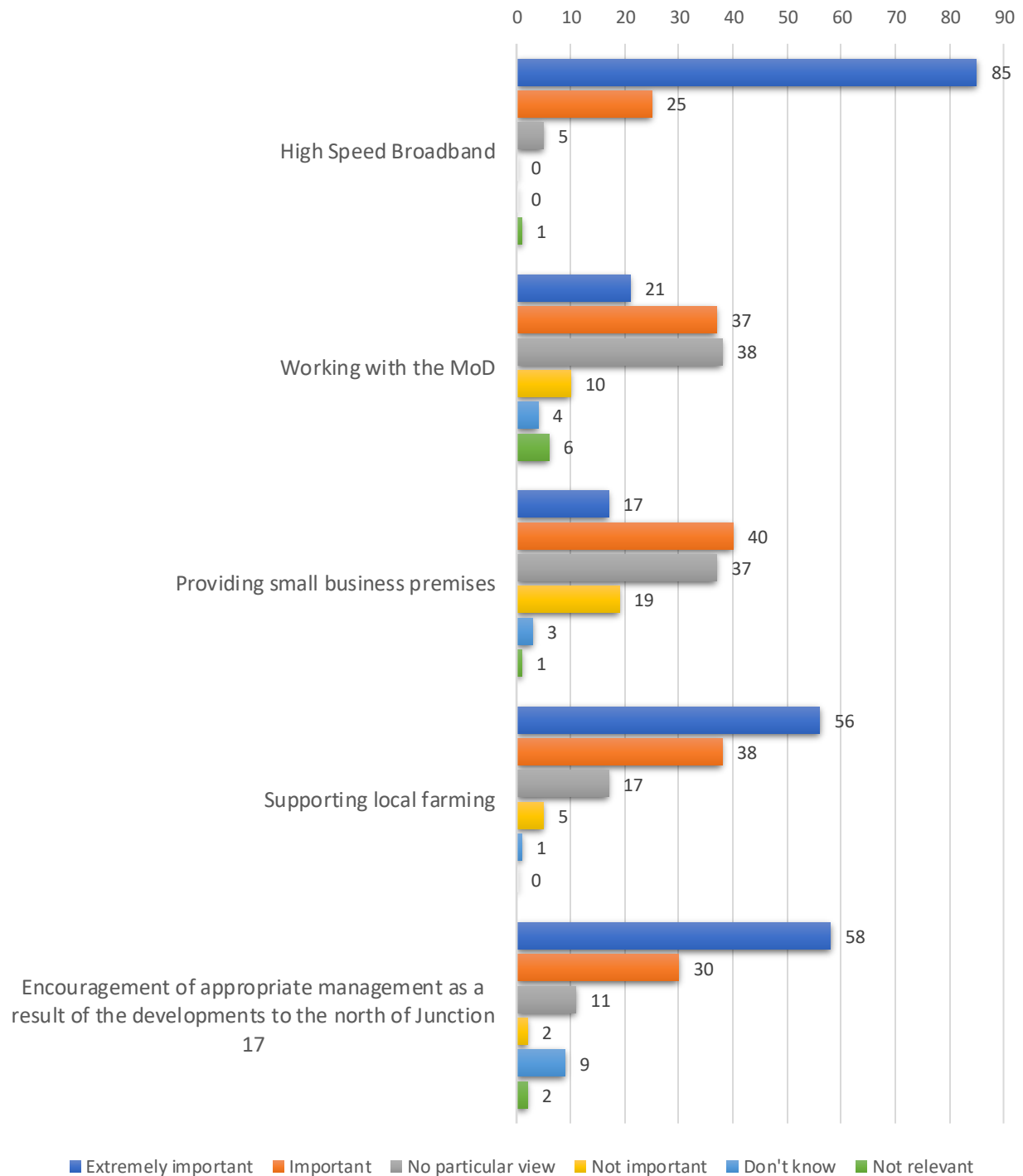
The Wiltshire Core Strategy classes Stanton St Quintin as a “small village” and as such the expectation is that “Development at Large and Small Villages will be limited to that needed to help meet the housing needs of settlements and to improve employment opportunities, services and facilities” (Core Policy 1: Settlement Strategy). The Core Strategy also removed the settlement boundary from the village, and therefore the policy around development is set by Core Policy 2: Delivery Strategy, which confines development to infill within the built-up area,

*“At the Small Villages development will be limited to infill within the existing built area. Proposals for development at the Small Villages will be supported where they seek to meet housing needs of settlements or provide employment, services and facilities provided that the development:*

- i) Respects the existing character and form of the settlement*
- ii) Does not elongate the village or impose development in sensitive landscape areas*
- iii) Does not consolidate an existing sporadic loose knit areas of development related to the settlement.”*

## 4 Business and Employment

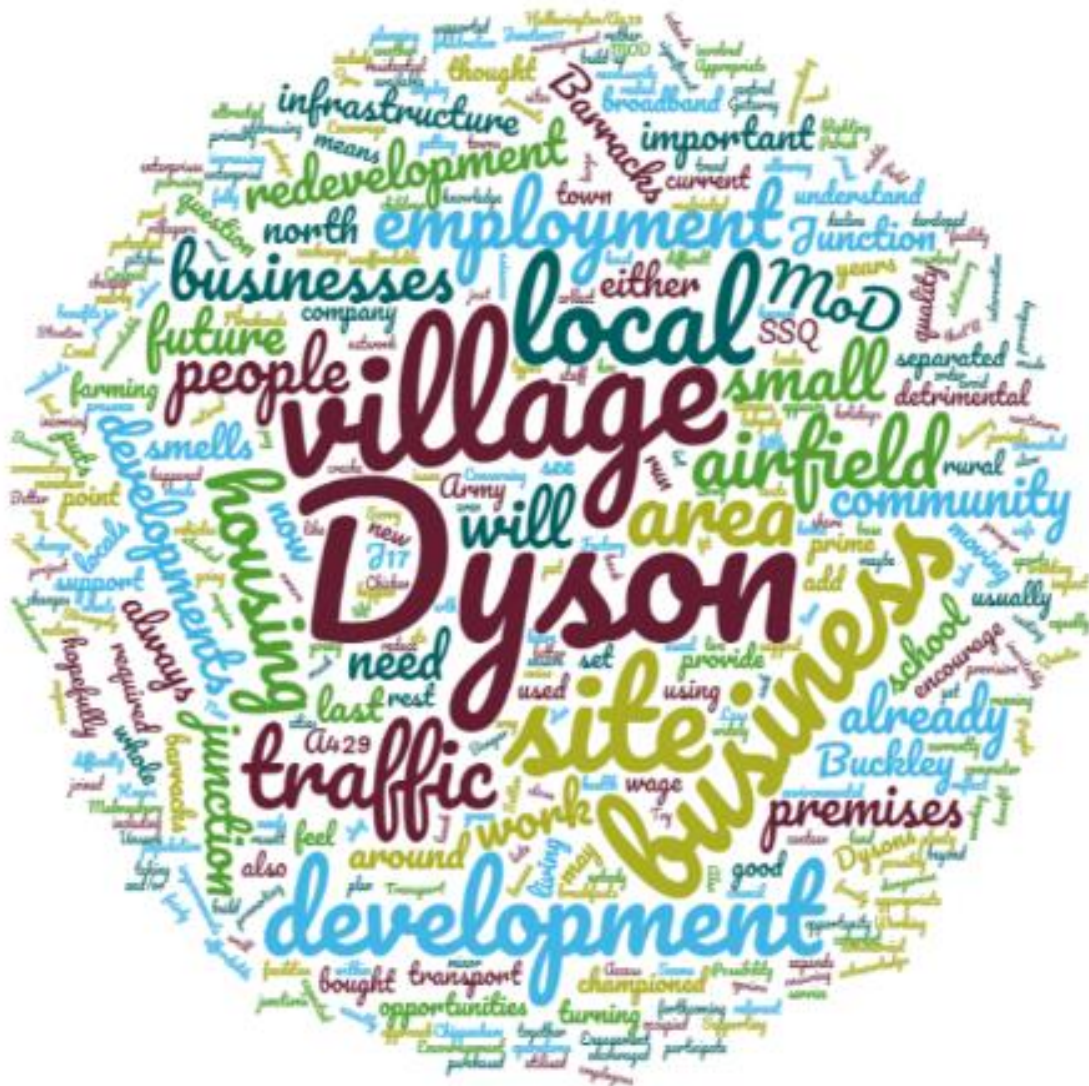
Q9 With regard to Business and Employment, what would you say were the priorities for your area in the next 10-15 years?



118 answered question

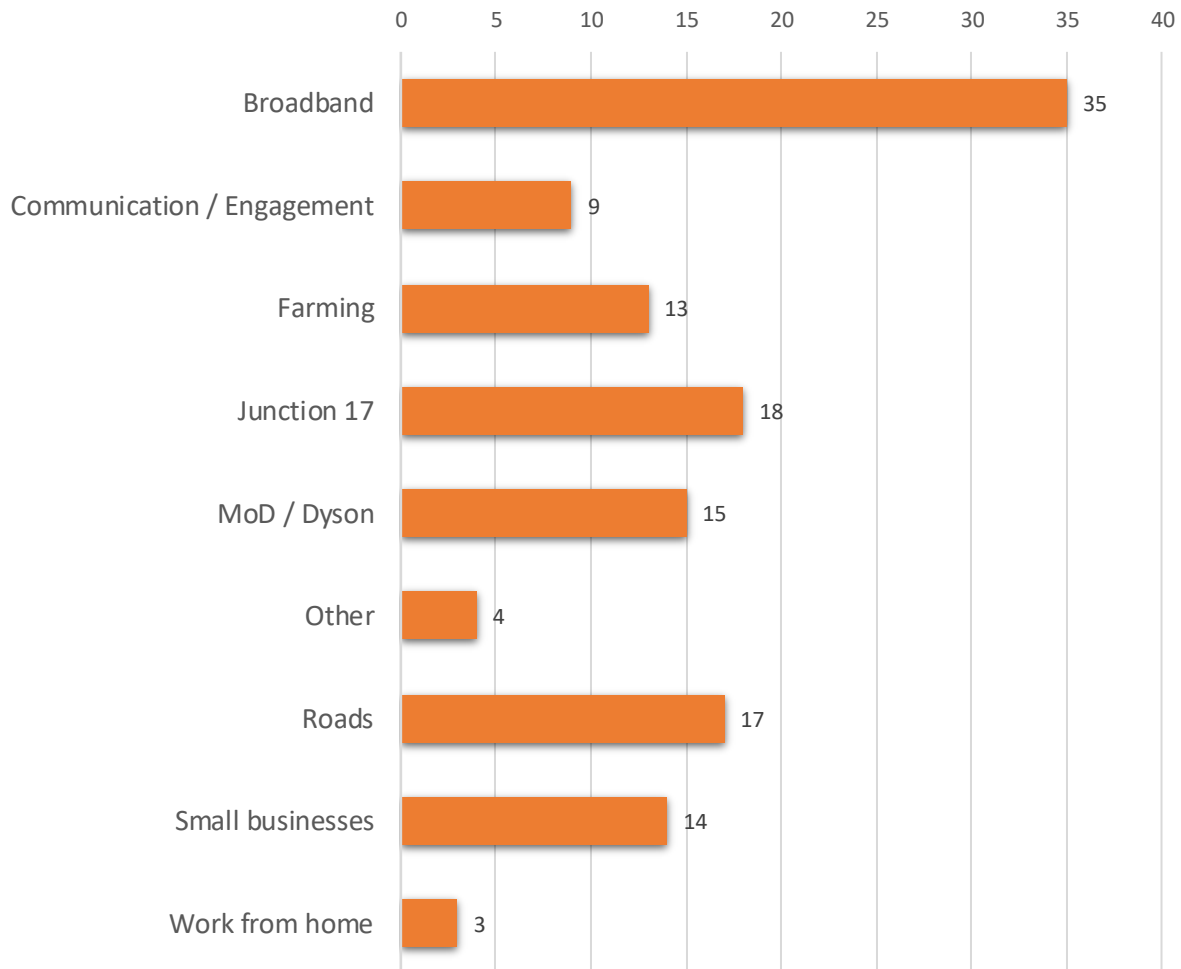


Word cloud of supporting/ other comments (a Word Cloud shows the biggest words as those most repeated in the answers).



Full respondent text answers can be seen in [Appendix 6](#) (Q9)

Q10 For any of the above which you felt was "Extremely important" or "Important", could you describe how and where (if applicable) you feel positive change could be accommodated?



For Full text answers, see [Appendix 7](#) (Q10)

The need for reliable high-speed broadband was seen as the most important way that businesses could be supported in Stanton St Quintin, with 35 people identifying this as a priority. Some individuals were concerned and others positive about the new Dyson development nearby and the redundant MoD land/buildings, though traffic issues were seen as likely to worsen. Easier road travel through junction works/signalling on the A429 junction were thought to improve the opportunities for businesses in the villages. Respondents noted that there are likely to be “home based” businesses operating at present in the villages that they are not necessarily aware of. The development at Junction 17 of the M4 was a concern to some residents, due to the possible impacts on the villages. There was strong support in the survey for local farming, both from an employment and a landscape/countryside maintenance perspective.

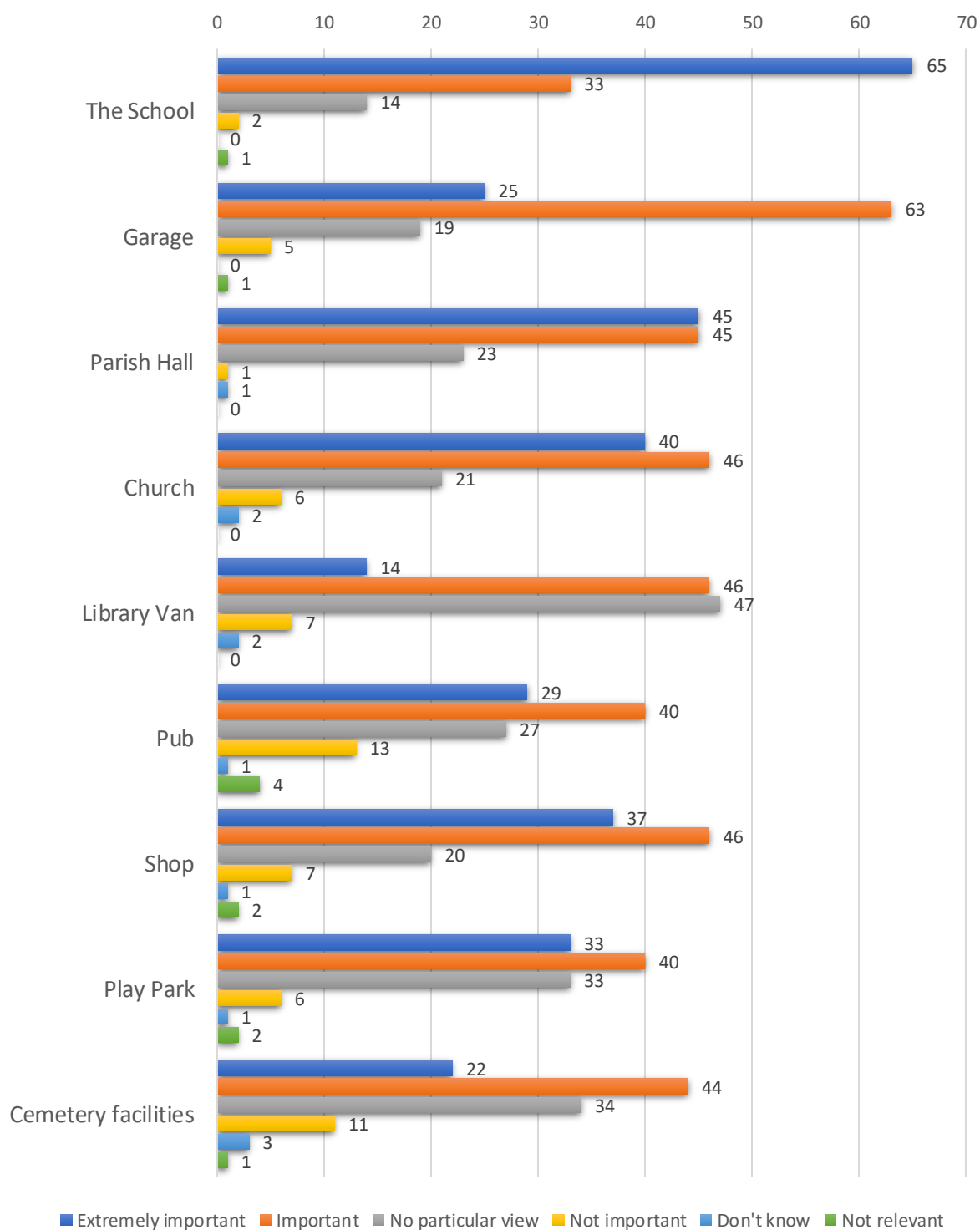


### Employment Policy Context

As with housing development, employment should reflect its rural surroundings within a small village location in terms of its size and type of activities. Core Policy 37: Military Establishments is relevant, due to the MoD site which is located partially in the parish. The re development of military establishments is supported subject to various conditions around impacts on the surroundings and the capacity of local infrastructure to cope. There are no designated “Principal Employment Areas” in Stanton St Quintin.

## 5 Services and Facilities

Q11 With regard to services and facilities, what would you say were the priorities for your area in the next 10-15 years?



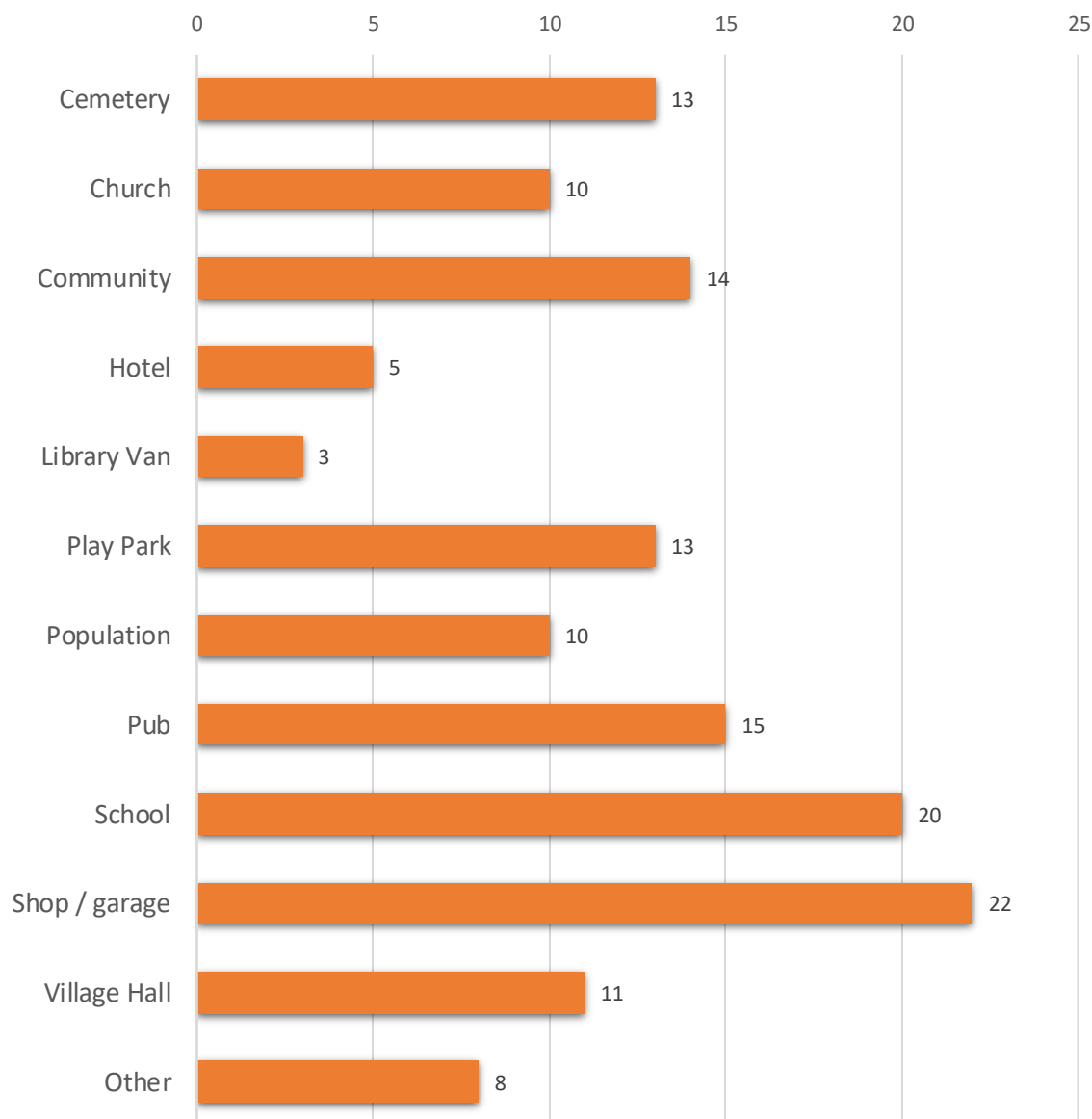
116 answered question

## Stanton St Quintin Neighbourhood Plan



Full respondent answers, see [Appendix 8](#) (Q11)

Q12 For any of the above questions which you felt were "Extremely important" or "Important", could you describe how and where (if applicable) you feel positive change could happen?



For full respondent answers, see [Appendix 9](#) (Q12)

59 people chose to add extra information to their answers, reinforcing their views on services and facilities in the villages. There was strong support for the school and the garage/shop which were felt to be important by many residents. 13 people suggested that a well-equipped play park would help to encourage more families to the villages, and there was also support for the provision of new cemetery space. 15 residents felt that a pub would be a valuable village asset, and help to bring the community together, and some questioned whether provision could be made for local people at the hotel restaurant/bar. Activities at the village hall were supported as a centre for community activities. Considerate parking, safe road crossing and speed restrictions were mentioned by some individuals in helping to build a stronger community.

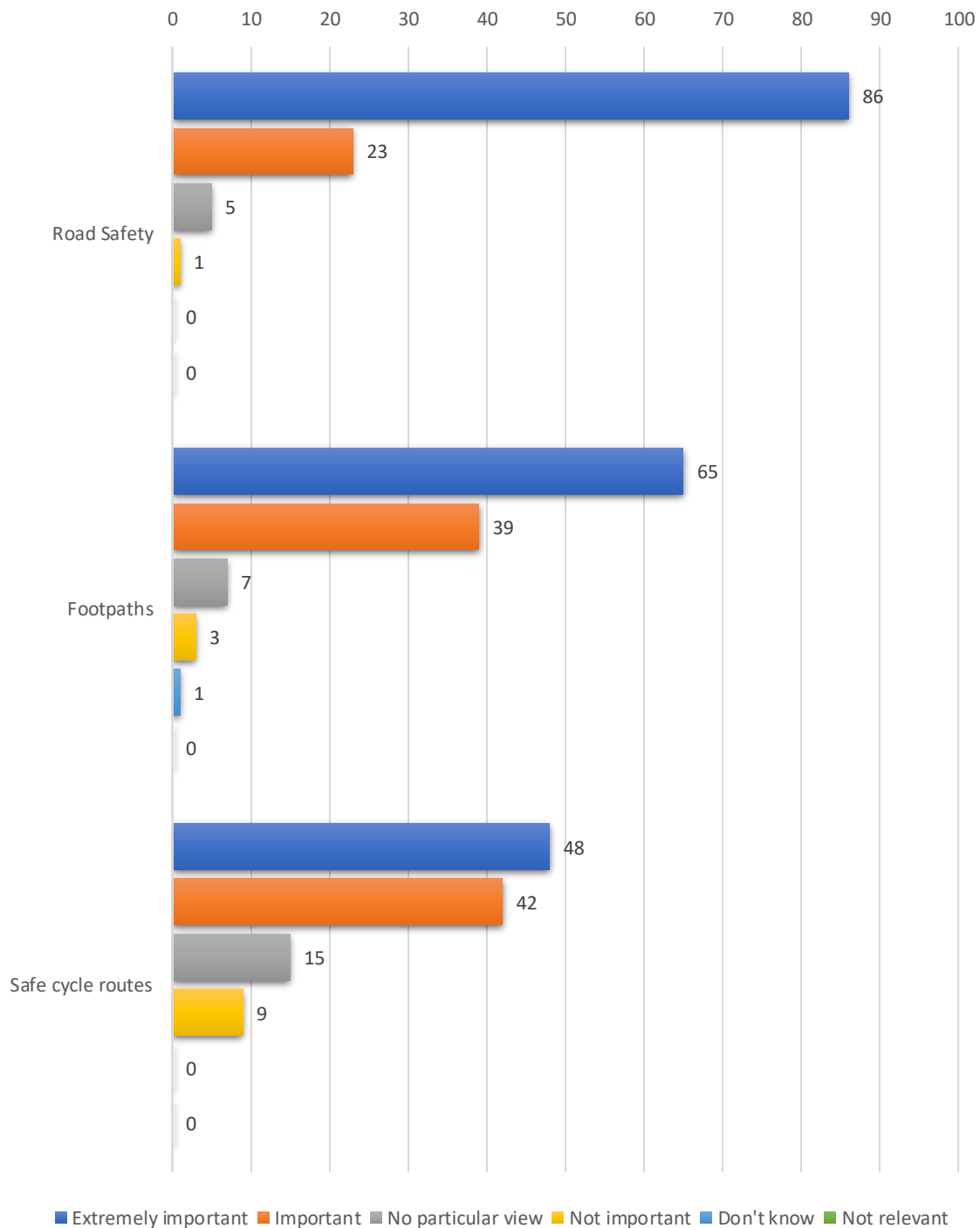
### Services/Facilities Planning Policy Context

Wiltshire Core Policy 48: Supporting Rural Life is relevant to Stanton St Quintin, and sets out how planning applications for services, facilities, new shops, agricultural/forestry workers dwellings and the conversion of rural buildings will be appraised. Whilst additional infrastructure provision is supported, it must be balanced against the potential impacts on the area, and in terms of shops, the likely impact on other retailing in the immediate area. Proposals to convert and re-use rural buildings for employment, tourism, cultural and community uses (but not housing) are supported subject to a range of criteria.

Wiltshire Core Policy 49: Protection of Rural Services and Facilities states that the loss of services and facilities will be resisted unless it can be clearly demonstrated that the community/service use is unviable. The policy sets the criteria which must be met to justify a loss of rural services/facilities to other uses.

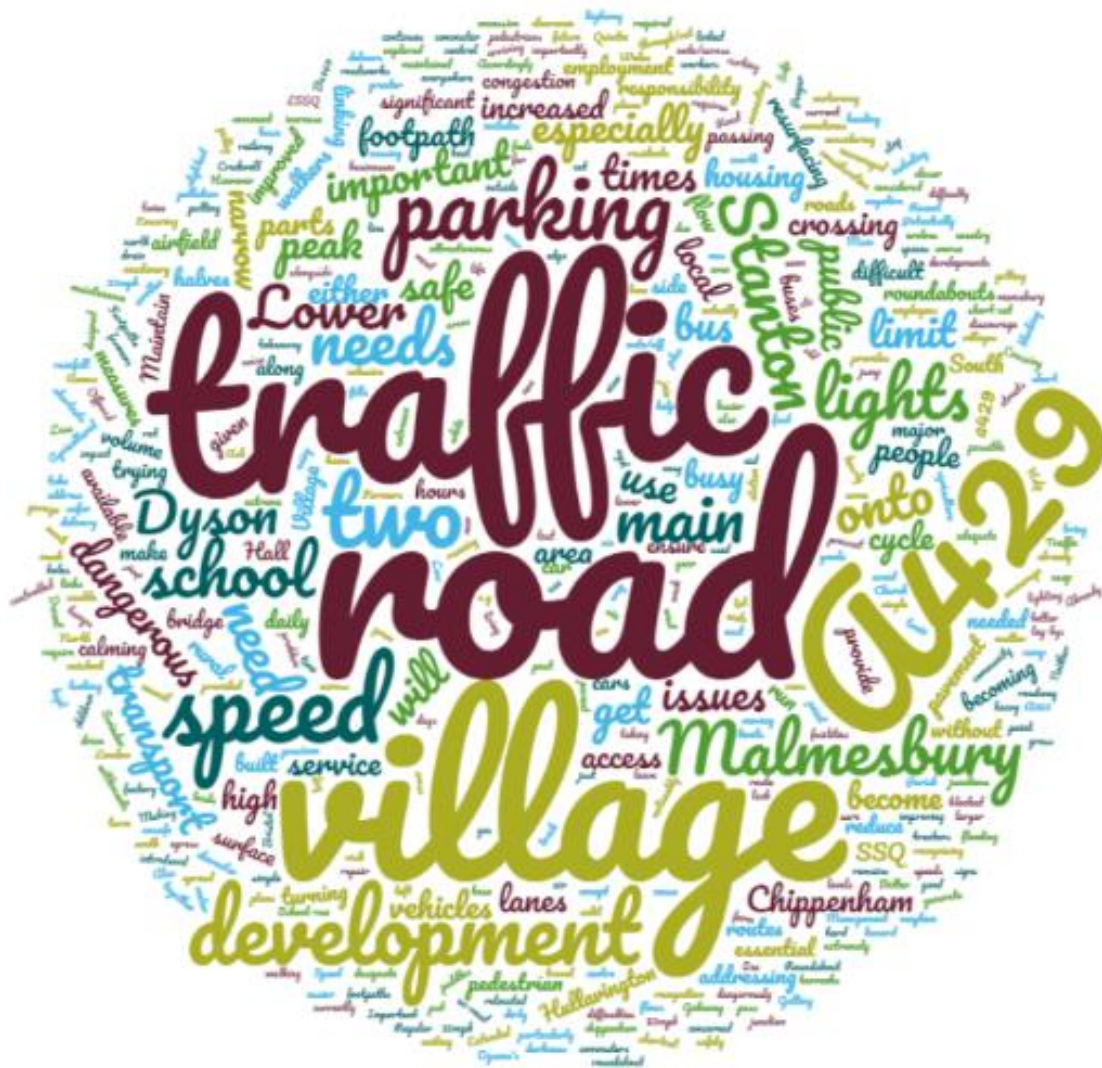
## 6 Traffic, Transport and Roads

Q13 With regard to traffic, transport and roads, what would you say were the priorities for your area in the next 10-15 years?



115 answered question

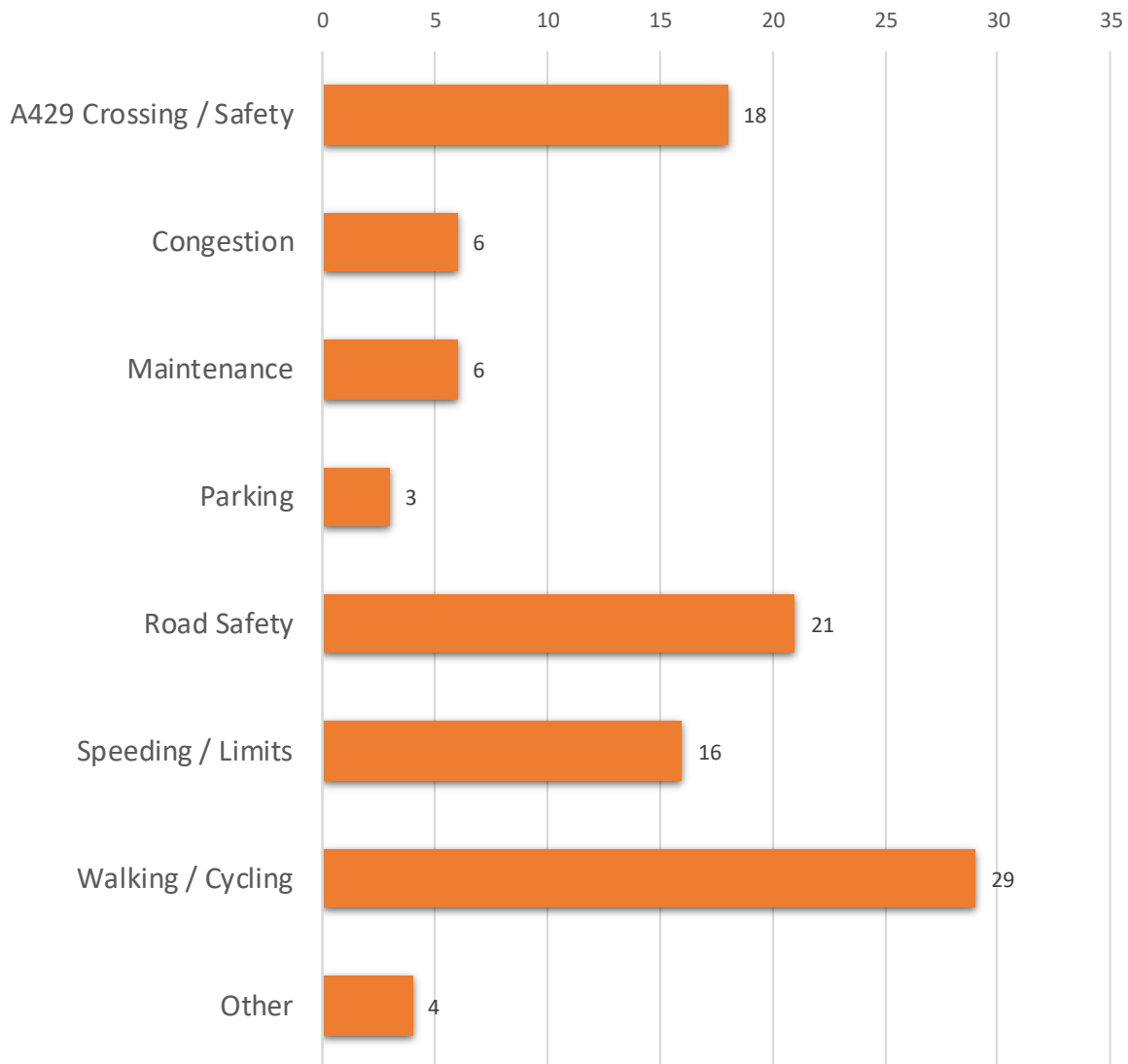
Word cloud of supporting/ other comments (a Word Cloud shows the biggest words as those most repeated in the answers).



For full text answers, see [Appendix 10](#) (Q13)



Q14 For any of the above questions which are "Extremely important" or "Important", could you describe how and where (if applicable) you feel positive change could happen?



For full text answers, see [Appendix 11](#) (Q14)

Many of the issues raised in the Traffic, Transport and Roads section were covered by respondents elsewhere in the survey, demonstrating how strongly they felt about these issues. Walking and cycling was the most commonly commented upon issue, with inadequate pavements, speeding traffic and a fear of accidents raised by many. Road safety was a concern for many, with the separation of the villages by the busy main road causing problems. Residents suggested junction improvements, traffic lights, roundabouts and a crossing to help make the situation easier and safer, especially for young people who catch the bus on the main road to go to school. Parking and congestion near the school was raised by some individuals, and improvements to walking and cycling provision, as well as a more considerate attitude by drivers, were proposed.

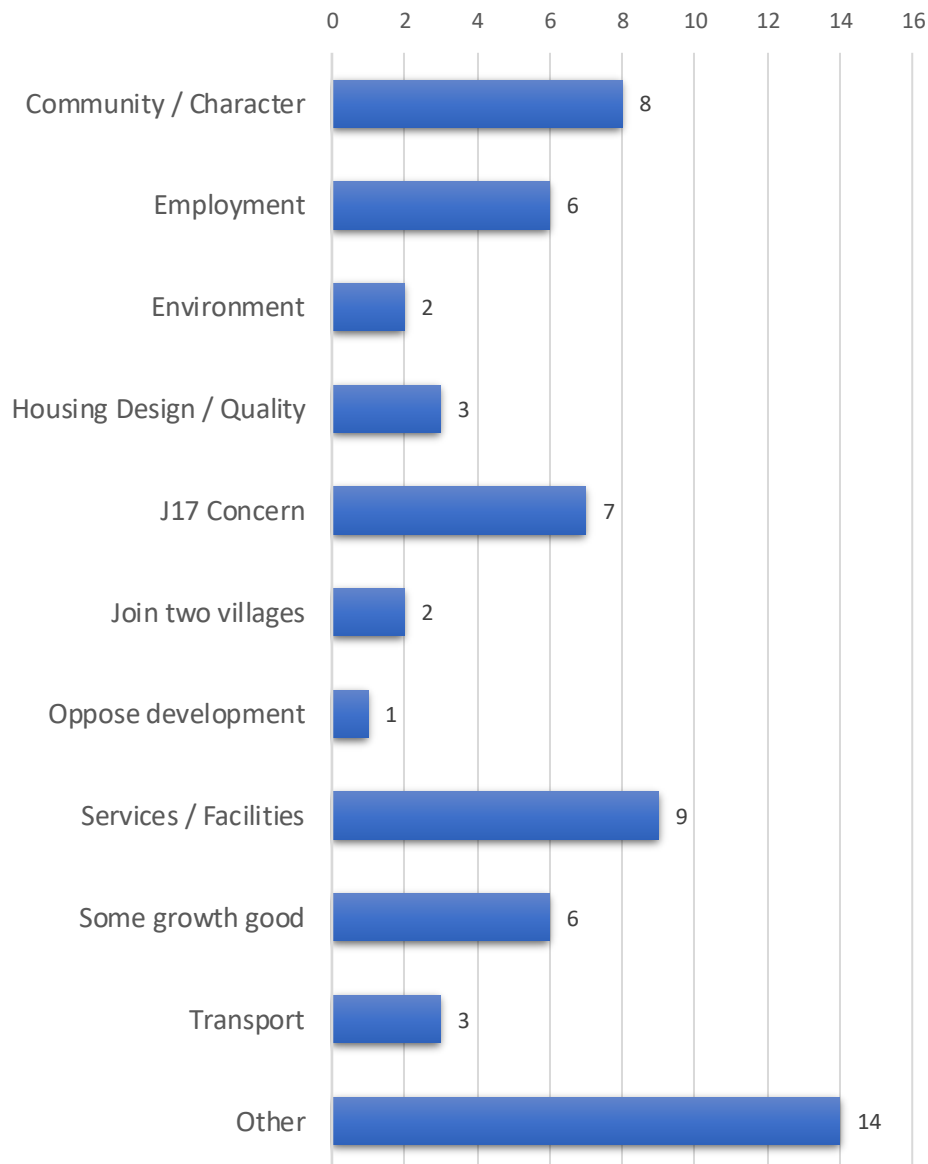


### Transport Planning Policy

The Wiltshire Core Strategy Strategic Objective 6 relates to transport infrastructure, and Core Policy 60: Sustainable Transport sets out measures to reduce car use and promote more sustainable modes. The other policies in this section relate to the impact of new development on the transport system and the implementation of sustainable transport strategies. Core Policy 64 relates to car parking, and working towards reducing demand for parking, and Wiltshire Council's LTP3: Car Parking Strategy (adopted 2011) provides more detail on parking for various land uses. The A 429 is highlighted as part of the Primary Route Network (along with other key roads), though the impacts on the communities along these routes are not noted.

## 7 Further Comments

Q15 Do you have any further comments with regard to the Neighbourhood Plan?



For Full Text Answers, see [Appendix 12](#) (Q15)

48 people chose to add further comments in this section, to reinforce the issues they had raised, and to cover additional matters they felt were important. Questions and comments were made about the Neighbourhood Planning process by some respondents, who wished to have the opportunity to comment further on the Plan as it develops. Some individuals reaffirmed their concerns about development and changes to the village, and others felt that a small increase in population may help to secure the services that would be of benefit to all in the villages, in particular supporting the local school. The community spirit of the villages was again mentioned, as was the need for any new development to blend into the existing fabric of the villages.

## Appendix 1 – Q1 Other; Text Answers

School, as a governor

School

Next door SSQ

And a leaflet through my door.

And a leaflet through my door.

My Mum

Neighbour website

Nextdoor app

NextDoor

SSQ NextDoor

Nextdoor

[www.stanton-np.co.uk](http://www.stanton-np.co.uk)

A leaflet through my door

Leaflet through door

## Appendix 2 – Q5 What do you like best about the place where you live? Text Answers

Accessibility, and the countryside.

Quiet, except for motorway noise, and countryside

It is a quiet village with easy access to the motorway

The friendliness and peace and quiet

I value highly this feeling of living within a relatively stable, secure and peaceful historic rural setting

Lovely people, good neighbours. Chance to join in things with the community or church events.

Access to fields and woodland. Quiet village environment

Friendly neighbours, quiet village setting

The countryside, community and the local school

Village atmosphere and community

Fields, peaceful, nature

Living in a village

The community spirit, the primary school and the church community

I like living in the countryside. I like the community which is friendly. I like the school and the children. I love the St Giles church and the services

People/Peace and quiet

The calm

location

The rural aspect of the area. Great neighbours in the immediate area

Rural setting and proximity to M4

The size, friendliness and sense of community within the village.

Living in a community which has a feeling of evolution rather than wholesale development. It possesses a sense of inclusivity and isn't swamped with executive homes. isolated, rural,

Good access. The house we live in. The school. Village church. Village community. Village hall.

Friendly neighbours

Rural location, close to good road network and access to amenities in the area.

Quiet location

I work in the village and enjoy the community feel and that the school and community are able to foster positive relationships with each other and to the benefit of both.

Easy access to local Towns and Villages.

The lovely countryside

Rural. currently agricultural and historically agricultural

The country side

murco garage

Our house and convenience of location for commute.

Rural and quiet, large gardens

Because it has not been over developed and is relatively quiet.

Good road links, country setting, quiet location

Good road links
Surrounding countryside
Maintained green spaces e.g. village green
Location, ease of travel and the way it looks
The proximity to the motorway, our home and the countryside.
A nice community.
Generally quiet. In the countryside. Small unspoilt village. Has bus link.
Generally quiet. In the countryside. Small unspoilt village. Has bus link.
Not cluttered with parked cars
It's quiet and clean
Safe and rural
Look, Rural, safe,
It's quiet, surrounded by country side but still within easy reach of amenities.
Beautiful location with nice towns close by.
Remote location, however close to local towns.
The rural setting and close sense of community
Lovely rural location with excellent travel links. Excellent schools at both Primary and Secondary level
Rural location with easy access to local shop (at the garage)
Peaceful and quiet
Countryside
Peace and quiet, friendly neighbours.
Quiet
Rural character
Friendliness of everyone
SSQ is quiet and picturesque.
The peaceful atmosphere and the places to walk.
Access to good transport services but still a very pleasant rural village.
Convenience of infrastructure transport links etc
Location
Proximity to motorway
Neighbours. Easy access to M4
the community feel that this small village usually offers, along with the rural location that's so close to amenities and transport links.
Residents we have come across have been very friendly
There is a good amount of fund raising activities which I enjoy
Friendly residents
Being in a rural area but still having good road connections to the motorway/ Chippenham/ Malmesbury
It is peaceful and quiet.
The village feel
Village location with the countryside on the doorstep, yet near to good transport links. Friendly active community.
rural and yet with easy access to motorways
A country environment with open green spaces, limited amount of traffic and no great distance to main hubs/cities for shopping, transport, hospitals etc
My house and neighbours

It is a small and relatively quiet village with some friendly people living there. It offers good access to local towns (Chippenham & Malmesbury) and elsewhere via the M4. The 92 bus is very useful.

Village i.e not hugely built up/ pleasant surrounding country side / attractive main street

The feeling of security - feeling safe walking about and being able to leave the front door unlocked. Our children could roam safely. The sense of community. The church community and beautiful church. The rural nature of the village. Easy access to the M4 for travel.

The feeling of security - it feels safe to walk about in and safe to leave the front door unlocked. It was safe for our children to roam. Community spirit. The church community and beautiful church. the size of the village so that I know many of the villagers. The village school. Access to the M4 for ease of travel.

FRIENDLY SUPPORTIVE NEIGHBOURS, EXCELLENT PRIMARY SCHOOL, LOVELY NORMAN CHURCH WITH AMBITIONS TO BE RELEVANT IN THE 21ST CENTURY, BEAUTIFUL COUNTRY HOUSE HOTEL, SYMPATHETIC ARCHITECTURE.

The garage and sports field

Lots of good places to run

Quiet rural location

Accessibility, community and rurality

Having lived in London for over 30 year, Stanton St Quintin offered peace and quiet but still within a community

The rural setting of the village and the ease of getting about by road.

Rural location and community.

Rural location and community

Quiet but with good transport links

Countryside and tranquility

Quiet, peaceful, proximity to two towns and M4. Great neighbours.

Small and open countryside

Location, people in the area, excellent school

It's quiet

Quietness and easy access to motorway

Surrounded by open fields but good access to transport.

Friendly environment.

Rural, friendly. It's a community.

attractive, spacious, peaceful

Location - rural atmosphere and setting, with great road links very close by.

Living in the countryside

Village location with good network of roads for London & the coast

In touch with nature

Nice house, friendly neighbours, walk out into the countryside.

rural feel to the village but quick access to the M4 and beyond

terrific neighbours

rural setting

easy access

Rural setting but close to main arterial routes

Its rural nature and the small size of the village

Space, relative quiet, scenic/countryside, but still accessible to other places...and nice people

Running a farming business in the area, transport links have been invaluable to us and there are many businesses in the wider area that support all our needs. More locally, the village is attractive and rural in nature - not many villages so close to the M4 as the SSQ's if any along the M4

corridor. Quite unique in that respect. Petrol garage provides many provisions - fuel and a paper/pint of milk. Living at the end of a lane accessed via the village - we also enjoy relatively little crime activity which is good news.

Location, size and community.

The area, communications, my house and my neighbours

Quiet village but with activity in various directions

Rural

Community

Good communications

Good school

Rural with good communications

A friendly community

Rural Aspect. Good communications

The community.

Good road communication links, peaceful environment.

Attractive looking area, peaceful and rural, but with benefit of local garage and shop.

Knowing who your neighbours are, meeting and talking to neighbours.

The people

Green open spaces, friendly community.

Peaceful villages with a very good community

The fact that despite some changes it is relatively quiet.

The combination of a peaceful rural environment and the close proximity to a good road network.

Rural Aspect with good communication links

## Appendix 3 – Q6 Full text answers

Bus route covering later evening and earlier morning timetables along with more routes around the villages.

Road width increases, reduce parking alongside the school and improve access to the bus at the bus stop

By opening up Hullavington railway station, particularly in view of the Dyson development

To maintain the positive aspects outlined by ensuring any developments are incremental in scale, reflect existing density of occupation, are harmonious in design and are sympathetic to current layout and functioning of the village. Traffic noise from the motorway has steadily increased with growing vehicle use. Sympathetic screening to address this would be a great improvement.

Expansion of different types of events in the village hall

Wider range of events in the village hall

Perhaps some building of new homes in the area which will keep the community alive for all ages

More families. SSQ is an ageing population

Less traffic, more children

By not making the village bigger in area, infilling ok

More affordable housing, more families, play spaces and a village green. a pub. signposted walks. poo bins

We have lost the post office, could that be added to the filling station shop?

My immediate area is perfect! I would resist any development (housing) above 6 units.

Agricultural buildings, depending on siting and economic need for the rural economy should be looked on favourably

A shop would be great

Open Space/ Park

Starter homes in the area

Faster broadband, better shop, extended public transport hours and easier access onto the A429 at peak times.

1) Stop illegal parking in my road where inconsiderate SoBs destroy the verges to create parking laybys.

2) Stop illegal dumping in my road, mattresses, a large tree, general rubbish galore over past 2 months

3) Sort out the traffic problem on the A429. It is getting to the stage where it can 10 minutes to cross this road in the morning it is so busy and we cannot let the kids go anywhere near it on foot or on bikes

It would be nice to have a pub and a shop.

Better dog walking now that the airfield is out of bounds. Safer road crossing between the 2 parts of the village.

Weight limit to small local roads and speed limit enforcement. Important to maintain a thriving school, village hall, church and have a local cemetery.

Controlled infill housing

From a school perspective the village is aging and housing isn't affordable to young families. Military accommodation in relatively empty and this has a significant impact on the sustainability of the school.

Amenities within walking distance.



Stop all overnight lorry parking on double yellow lines.

The old garage workshop land on the Old Malmesbury Road which had planning permission for houses be cleared of rubbish, rats and houses built.

Ensuring that Avils lane is well drained and the verges of tarmac kept in good order. Also that the salt/grit bin is kept full with an implement with which to spread the contents.

big park, more houses built, more families, café, post office, businesses but not near us. zebra crossing, trees, walk dog area, field, benches.

Field for children to play football, run around etc, ie somewhere to go and do something as currently nothing for kids to do. A park for the younger children and facilities similar to Yatton Keynell Park ie tennis court, fitness trail, somewhere for adults to sit, watch kids and socialise. A roundabout on the Murco garage/ Church road junction to slow down the traffic on the A429 and also reduce speed limit to 30mph. Traffic lights near to Murco garage on A429 to allow children/adults to cross safely from one side of road to another. This road is so busy and getting busier it is sometimes impossible to cross as a pedestrian and extremely dangerous at certain times of the day. Senior school bus to take the route via SSQ and Lower SSQ so kids do not have to cross A429.

Would be happy to see residential developments in the area which could possibly link the two SSQs together and also a pub along the A429 similar to Milk Churn in Melksham would be very much appreciated please.

More enviromental care and management of the village to ensure that it will not be over developed.

Focal point other than village hall, post office, pub, better transport, wider access to farm land right to roam so long as done responsibly 20MPH speed limit which is enforced. Footpath between upper and lower part of village. Wider use and access of recreation ground. Need to build community many different elements which don't come together. Housing linked to actual need and not perceived need.

Protect character of village e.g. protect from unnecessary development

More community building e.g. neighbourhood watch, outreach projects for those that may be lonely or vulnerable in the village

Meeting place (bar/café/hall) in centre of Upper SSQ

A pub

Care taken to ensure that any new buildings or redevelopment of existing properties are sympathetic to the character of the village.

Keep everything very much the same.

Keep everything very much the same.

More immediate amenities

It might be helpful to have a post office or a shop.

More facilities better communication routes, safer roads

Poor communications, lack of facilities

Pub in the village! it would be nice to have somewhere where residents could meet socially.

Better wifi- broadband very slow.

More social activities, such as a Pub.

Better sustainable transport links (bicycle and pedestrian) between the two halves of the village and the garage/barracks area. Widening Church Lane or the provision of a footpath or shared bike/pedestrian path would make the journey much safer as traffic speeds in the lane are often inappropriate for the type of road.

There are limited opportunities for walking in the area: while the introduction of new footpaths is

appreciably difficult, consideration could be given to creating local walking routes (advertised online or on an information board).

Can the Church Lane red telephone box be saved?

Though attractive places to live, the Stantons are largely commuter villages with increasingly middle-aged (and older), middle class residents. Outside the Church, School and Garage there are few facilities (although more use is now being made of the Church Hall). Even combined, the size and demographic mean that small community orientated businesses and facilities (shop, cafe, pub, play areas etc) are likely to struggle without significant new development. Possible sites could include parts of Buckley Barracks (including the playing fields) once closed in 2029.

Less litter, better upkeep of footpaths, easier pedestrian access to the village hall, better bus service

Proper fibre internet

Make pulling out right from village road onto A429 easier as it is difficult/dangerous with the speed of the main road traffic near Junction 17.

Roundabout or traffic lights to help turn right onto the A429. Stop directing badminton horse trial traffic through the village. Add a pub. The hotel bar closes too early and is too expensive. Ask people to warn neighbours when they have all night parties.

Retain the rural character whilst improving links between the two halves of the village

A old pub

A village shop. Build more of a village community by organising more village events that are appealing e.g. Cheese & wine tasting, pub quiz, cake sales etc.

The river and that area is a bit neglected and I love walking there with our dog but the grass is way too long now and nettles are growing, also a lot of litter around that area of alcohol cans and packets of food.

We need to discourage car sharers from parking in the village.

Post Office, Shop, Pub/Restaurant, better bus service that runs later and earlier in the day. community taxi service, slowing traffic in village on A429 and if necessary traffic lights enabling feeder roads to access the A429 as it has become busier and is likely in the future (due to Dyson's and increasing population) to be more of a hazard joining this A road, especially when turning right.

Resurface the motorway to remove the noisy tarmac

1. parking for both school teachers during the day as well as for the parents to drop off the children and pick them up again, instead of blocking the road and generally driving/acting antisocially!!

Pub?

Improved road surfaces, more play areas for the children, more social activities.

Broadband and less Speeding vehicles and no Wiltshire car share

Better links between Upper and lower SSQ - a safe way to cross and a safe footpath on Church lane that goes the whole way to the garage. Traffic calming measure through the village.

more affordable housing, better communications infrastructure

Removal of the Army from the camp and very limited change to the environment described at 5 above.

Controlled growth, with commensurate infrastructure development

The village roads could be better maintained. High speed broadband is an essential improvement. The junctions of the village side roads with the A429 need to be made safer, perhaps by the use of roundabouts to make it safer to turn right onto what is a very busy A road.

Maintain its rural nature but increase the number of affordable homes to encourage younger families to live here or the village will die.

More young families here, to help keep the school and the church alive. Certainty about any development taking place here or nearby. Preservation of its rural nature. A new cemetery as our current one is closed having become full.

BETTER BROADBAND, BETTER HIGHWAYS WITH ROUNDABOUTS FOR DYSON ACCESS, LOWER STANTON ACCESS AND UPPER STANTON ACCESS. BETTER MORE OBVIOUS SPEED LIMITS REDUCING TO 40MPH OR EVEN 30MPH REPLACING CURRENT 50MPH LIMIT. THE HOTEL COULD BE MORE VILLAGE FRIENDLY WITH PUB ACCESS AND CONCESSIONS TO VILLAGERS. MORE AFFORDABLE HOUSES TO ENCOURAGE YOUNG PEOPLE & THEIR POTENTIAL CHILDREN TO COME TO OUR VILLAGE. ANYTHING TO ENCOURAGE MORE CHILDREN COMING TO OUR SCHOOL.

Access to the sports field - used to be able to use it but mod have stopped access

More shops/ things to do

Nothing really but a gas supply to the whole village would be of benefit.

Enhanced community facilities alongside preservation of rural character.

Rather selfishly I would rather not see any great changes to the village structure. We moved to the village as it provided the environment we wanted and any great changes could potentially see us moving

We need to provide affordable housing for SSQ to ensure its longevity and badly need local facilities for the community

not sure

Less traffic on A429

Increased local community spirit

Fuller occupation of Valetta Gardens. Safer crossing on A429 to link the village. Having witnessed a villager speeding (at 3.10 pm) just this week, a 20 mph limit by the school.

Pub sports facilities

Traffic speed reduction from M4 to Hullavinton turn. Additional housing which would lead to more local facilities and provide the local school with a long term future.

More facilities

Better control of traffic on A429

LSSQ to A429 is often tricky. Maybe reducing the speed limit would help. Speed limit in LSSQ is 30 which is far faster than it is safe to drive, particular past the forge towards Seagry where it is single track, but even the road from A429 is often obstructed by parked cars. It would make sense to reduce this to a 20mph limit in line with other villages, at least on the single track areas. I'm sure most residents already drive at this speed so this is only for those unfamiliar with the roads.

Light pollution from Dyson (airfield) and proposed new factory complex at M4/J17. No further housing expansion plans.

More to offer the younger generation. More off-street parking. Better broadband and phone network.

discourage heavy goods vehicles using village as a shortcut. (excluding farm machinery)

keep the school going

Immediate area doesn't really need improving, just maintaining. Wider area needs better provision for the m4 car-sharing folks that treat it as a free car-park.

Increase the population and turn it into a proper village

Better road access onto A429 as the volume of traffic is increasing with the new Dyson development

more families living in village. Empty military housing occupied. A pub. Tidy up area round garage

More families encouraged to live here, more footpaths

affordable housing

i am concerned about getting out of the village with the increased traffic

a few more amenities:  
 traffic flow solutions  
 community space  
 affordable housing  
 develop a more accessible and useable village store area by the petrol station  
 there's very little for children and teens

#### Minimise traffic flow on A429

Personally I don't want to see the size of the village expand. I like the small village nature and don't think we need a major plan for development

Minimal development.... the M4 could do with resurfacing...and a small cosy, foodie village pub would be nice!

The main road is a big problem that dissects the villages - dyson traffic, normal traffic - there is a safety issue that needs to be addressed. 50mph speed limits with bumper to bumper traffic will hamper development or simply trap residents in the villages. Lastly on traffic - the laybys are always full towards the motorway so there is a need for parking - perhaps chargeable to assist the parish? In terms of development, there are some obvious areas such as the garage area is slightly run down. In terms of future development, it would interesting to see a plan of potential sites and ideas. Rather than endless infill and building up of the village environment, would be better to expand outwards perhaps. Some recreational area - maybe better dog walking facilities. Just safer to move about the various area perhaps if this is possible. Not sure I would want to grow up in SSQ as where can you go and what can you do?

A local pub to meet up with friends and neighbours.

A foot path and lighting between the two halves of the village on the road past the village hall.

Keep it as it is, but the pavements are in urgent need of repair and in some cases need to be wider.

Facilities for children-- pre school and playground.

Somewhere for teenagers to meet.

Better bus service to Stanton

Facilities for children such as playground and nursery and somewhere for teenagers to meet.

By changing the village from a dormitory village to one with a proper community

Fewer large-scale developments (housing and business) which result in increased traffic on local roads.

reduce size of the school to ease traffic issues, enforce school travel plan.

Find a way of introducing a pub to the village.

Consider moving school to Buckley Barrocks site, school site to be redeveloped to create a village center which is lacking. this could include a pub.

Speed limit decreased from 50mph preferably to 30mph, the traffic is so fast and frequent that it is not possible to traverse the road in one go having to stop in the middle and walk fast. People especially children have to cross the road often at rush hour to get to the bus stop to go to secondary schools, also to get to the garage. I am worried for my children, does there have to be an actual accident before this ridiculous situation is put right. A village should not have a 50mph speed limit through the middle of it. Also when in car often have to wait ages before there is a traffic gap to join a429 from either side, often have to compete with traffic trying to join from the other side, this is dangerous. Also dangerous for cyclists traversing the A429 to go from Lower to Stanton St Quintin. 30mph would make the area safer without having to disrupt with expensive road alterations or measures that may make the area less attractive.

I find it odd that we are not in the catchment area for Malmesbury Secondary school and therefore have to pay for the bus for children who want to go to go there, when it is as close as the other schools and where Sheldon is oversubscribed and Malmesbury isn't. As the council does not provide a bus pass it currently costs £13 per week in bus fare.

A mini roundabout may make it less safe to cross the road, a pedestrian crossing may actually be less safe in a rural area as it is less well lit, drivers may not notice it in poor visibility conditions that are more common in rural areas, so it may provide a false sense of security for pedestrian (provision of better lighting for times of poor visibility might be helpful). Traffic lights on A429 are likely to increase congestion therefore pollution and may lead to more erratic driving, and in extreme cases drivers may use villages/country roads as rat runs to avoid traffic lights/congestion. The pot holes on the road to Stanton St. Quintin are awful and inadequate passing places mean that drivers are often forced into the pot holes at the side.

Ability to join the library bus on the bus or via post, without having to go to the main library in Chippenham to join the library service which kind of defeats the object.

Any housing development to be done in an attractive stone rustic style, and any industrial developments to be screened from the road in a rural manner to preserve the characteristics of the area.

Greenfield sites should be protected as J17 provides access to rural and tourist areas and the expectation of visitors and residents should not be to see industry, over development and housing estates, but a traditional rural landscape.

Better parking at the school, encourage more use of school bus.

More local amenities, better public transport, better equipped social meeting places, slower traffic

More infrastructure + residences for people to down size to.

Resurface roads properly to the edges and without leaving potholes down the sides of the road. Fence mounted bins at entry point to village to mitigate rubbish dropping. New posts and signs for Bouverie Park. Regular road and path sweeping to mitigate slippery paths caused by leaf and foliage decay, this is particularly bad in Bouverie Park. School external lights to be turned off after club use at the school.

Better traffic management of A429 to allow both villages to engage with one another. This is especially relevant to the young and old.

Kept as it is and no large housing schemes but hopefully some affordable housing.

By managing the expansion of the village in a sympathetic manner and include amenities as the village grows to incorporate the development at Hullavington

## Appendix 4 – Q7 Full text answers

Increase the density of housing in Valetta Gardens

Purchase Valetta Gardens, flatten it and start again More houses needed in the village and outside the village. The village needs to grow

Ensure housing association estates are maintained and modernized too

The village should not lose its overall design, size and feel.

better pavements, better ways to cross the A429

Increase population of Valetta Gardens

In fill building should be in keeping with the character of the area and other housing around. Consideration should be given to access onto quiet country roads and the safety impact of this.

None

That transport to | Malmesbury and 'Chippenham is sufficient to support any population increase in Stanton St Quintin

mansions

As previously stated happy to see housing development on both sides and/or linking villages together.

Need to maintain green space and rural village environment. Use sites with existing permission before considering new development. Housing development should be constrained within the boundary of the camp site. This is where major development and facilities should be provided and not change the character of the village. There is a clear boundary around the Hullavington camp site.

I feel this the wording of the above is incorrect and makes the question to be leading and not balanced. The only option to disagree is to select 'not important' which indicates indifference rather than an opinion. How do you express that you strongly disagree with one of the above points?

There is an 'extremely important' option but not an 'extremely unimportant' option which again does not give a balanced response.

Linking the two villages together with new housing would end up making both villages soulless. I would not look to purchase a property in the village as at my age would prefer to buy in a nearby town or city. How I think it is a very attractive place for families due to the peaceful nature and space. This is true

I do not think the village is a suitable place to pursue affordable housing options. Mass produced generic houses would ruin the character of the village. The village is also not well connected for those without vehicle access.

I park on main road - if traffic increases a solution may need to be found for those 10 or 12 cars that do this

Do not want any new build.

I think the size of the village is big enough. it's a shame that lots of the MOD housing at Valetta seem empty. This could be developed. I do think there is a problem with keeping numbers of young children in the high to support the school.

It is highly likely that new homes will be built in the village over the next 10-20 years. My concern should there be significant housing development in the village is that there must be a corresponding investment in relevant infrastructure. SSQ is currently a very strong community, but a big increase in the number of homes could see it become another characterless dormitory settlement. To that end, consideration should be made of any significant housing development bringing with it infrastructure and amenities such as improved transport links, community open space and potentially a building for a village shop.

Not on our open fields



Keep the village a village (I.e. small).

Design is important to fit in with existing environment

I think it's really important that any housing that is brought to the village in the coming years must retain the 'look' of the village whilst also bringing wealthy people into the village who can contribute to the maintenance of the church and village hall. I therefore strongly believe that affordable housing is not a good idea. If the MOD housing is abandoned then it should be sold to a housing developer to destroy and rebuild beautiful big homes.

Retirement properties with Warden Assistance that could release other family homes providing that the retirement homes are affordable. Decent housing for local people to downsize too that do not require Warden Assistance.

I think the village could do more to encourage younger people to want to live here...

I don't know whether there is a need for new houses at the moment or whether we have a housing issue. I can see that there may be one in the future when Dyson is up and running. At the moment the only agricultural work around us doesn't employ people who need housing.

Note substantial numbers of empty houses at Valetta Gardens.

While I have said "don't know" in response to the MOD housing question, this is only because I do not know what plans are in prospect for the military quarters, should the military leave Buckley barracks. Clearly, if possible any decent housing should be incorporated into the village if it becomes available.

Housing needs to have adequate parking. Housing numbers to increase gradually over years - not one sudden large estate.

ENCOURAGE THE YOUNG TO COME HERE VIA AFFORDABLE HOUSING. DO MORE WITH VALLETTA GARDENS WHERE A SHOCKING NUMBER OF HOUSES REMAIN EMPTY & UNOCCUPIED.

We need to ensure affordable housing adds to the rural village "feel" and attracts and retains the younger generation to SSQ

Should be in keeping with existing housing

The question are very limiting in terms of the views that can be expressed and fundamentally we would not wish to encourage a significant increase in the number of houses in the village that would change the nature of the local community. A significant change in housing would cause us to seriously consider moving elsewhere.

LSSQ I feel is more a separate hamlet. Given the A429 is a busy main road I don't see there is any practical method of growing SSQ and LSSQ together. Even if SSQ is developed on the LSSQ side they are still separated the A429 which is always going to be the case. There seems no point in restricting development just to the LSSQ side for something that will never come about.

Just because LSSQ and SSQ share a name does make them one. Geography separates them. If Draycott Cerne was called Lower Sutton Benger would it make sense to merge them? They are the same distance apart as LSSQ and SSQ and only separated by a B road.

I feel that the most sensible expansion would be centred around the SSQ school. That should be in the centre of the village so the children have a easy walk to school. I'd also suggest that the plan has the village hall moved to be near the school so as to get any developers to pay for a new hall. This mirrors the successful development of Sutton Benger. The school and the village hall are 2 of the key centres of the village (the pubs being the other). They are walkable from all the houses (in SB not DC) via footpaths along 20 or 30mph roads. I would suggest that this is most workable plan for SSQ.

For LSSQ I would suggest only limited expansion is feasible. The roads, Avil's Lane and towards Seagry won't support a large increase of traffic and can't be widened. LSSQ also has no centre either, no school, no hall, no pub. It is just a dormitory hamlet. It therefore makes more sense to expand SSQ. Residents of LSSQ will just have to drive to SSQ for the school/hall/etc. which is no different from what happens now and which everyone who buys a house in LSSQ accepts when they buy a house there.

Don't spoil what's already there. By all means develop, but this isn't an area for mass production, it's for high quality housing with decent gardens and good offroad parking. Affordable housing is for the towns and cities where it is more relevant.

just can't afford to get on the property ladder here  
any rentals?

we really need to focus on the affordable housing and enable young people to stay or join our community.

I really don't think that the village needs to grow and the plan just gives the council the approval to do it

There are obvious economic advantages to land owners selling land for development and developers selling on properties to buyers in good locations. Is there scope to funnel some money back to the parish for improvements from such transactions?

Although I would prefer new housing within the settlement area, some areas, ie: school field, need to be protected

It is impossible to link the two parts of the village unless you close the road in between!

We need to attract young families.

If the parish is serious about housing then, then land of a reasonable size needs to be made available and the planning process controlled carefully. Modern planning standards are too dense for a village location and do not afford adequate parking and gardens.

Plenty of parking to be provided with any new development.

I would extend the 'Affordable housing' notion to 'Affordable family housing', which is important to encourage those with children to move into the village to keep the community alive.

I think it is important that we retain the separate, rural small village feel we currently have and don't simply become either a 'ribbon' village, or a sprawling urbanised town.



## Appendix 5 – Q8 For any of the above which you have felt was "Extremely important" or "Important", could you describe how and where (if applicable) you feel positive change could be accommodated? Text Answers

Affordable housing built in between houses in Valetta Gardens, increase in overall numbers

Part of the village is within a conservation area, so any new housing will need to reflect this. A modest increase in the overall number of houses would help to retain the rural feel

Design as stated re low density not high, no blocks of flats. Affordable housing - not sure what that means. But semi detached and cottage row developments may be a way of allowing this. Possibly scope for some development on approach roads to SSQ and Lower SSQ. Any new housing should have adequate parking. MoD housing - any changes to the MoD housing should follow existing density and footprint and layout with no buildings higher than now

The introduction of well designed quality mixed housing will only be positive in my opinion if it proportionate, small development, very much retaining the existing character of both SSQ and Lower SSQ. Empty properties becoming occupied in Valletta would be beneficial.

Without affordable housing for young people the village will stagnate. MoD housing, lots of empty houses which could be sold or rented out.

I would like to see more affordable housing in the area from 3/4/5 beds.

You need more homes for families. Most houses in SSQ are too expensive. The next wave of families are the life blood

Valetta Gardens, currently vacant

To support the local primary school we need to encourage family affordable homes and a family friendly village

No point in housing without a post office and coffee shop, chemist and surgery

Design - to blend in with existing structures.

Rural - part of the appeal of this area is its rural setting and feel. Should be preserved at all costs. Affordable housing - to often local people have to move away from their roots because of lack of affordable housing in their villages and ability to remain must be afforded them.

Advancements in design should encourage new housing to have greener credentials and move the villages into the 21st century

We need starter housing in the area. It is very important to keep growth within the village areas rather than taking green fields.

Should the MOD decide in the future they have no further requirement for the housing in Valletta Gardens, then the current housing stock should either be sold off individually or replaced with a similar density of housing. The site should not be sold for high density development. It is important that the nature and feel of the village is not substantially changed. Any growth to the village being by sympathetically designed small scale building projects. It is also important for the village to retain its own individual identity and that it does not become an extension or superb of anywhere else.

Housing design should not be of identikit anywhere style, but incorporate elements of local traditional domestic architecture.

Affordable housing in perpetuity is essential if a representative social mix is to be achieved over the long term. This probably means incorporating social housing.

The MOD housing in Valetta Gardens is wasteful of land as a result of the rather random distribution of plots within the site. Once the MOD vacates the barracks and before the houses are sold off individually investigations to purchase the whole site should be made. Valetta Gardens could then be redeveloped in its entirety with a better mix of properties and much more efficient use of the land available.

Stanton St Quintin is a village and creeping development should not be allowed to nudge it towards becoming a town.

Any sites already identified as suitable for housing should be completed before building on farmland.

How can our children afford to live here?

This is a rural village, we don't want to replicate the kind of irresponsible growth currently happening in Sutton Benger or Calne - we do not have the facilities or infrastructure to support it

I accept that new building will be required and would support this being close to the new areas of employment i.e. Dyson

Encouraging infill development, controlling the design of properties to keep the rural "feel".

Whilst the Barracks is operational housing needs to be available to service personnel.

Increased number of houses and affordable to increase potential younger families living in the village and support the growth village community.

Design - however this doesn't necessarily mean all housing should be the same.

Very important building the promised houses on the Old garage workshop site on the old Malmesbury Road to take away the disgraceful condition of the site and the litter left by illegally parked lorries.

That the lane linking the two parts of Stanton St Quintin is kept in good order and a cycle path is created so that children could cycle to school accompanied by adults etc. There should be passing places created, so it is safe for walkers/cyclists.

field down avils lane

do not know ownerships of relevant fields, however two fields on lower SSQ side, opposite Murco and just past LSSQ opposite MOD housing.

MOD playing field could be future park and tennis courts etc and possible housing.

See above detail. Housing development should be sympathetic and in character with good existing design

Creation of 'conservation area' status for central village areas to protect visual appearance of future building work and for protection of trees.

I think that a focus for the village is needed to help reinforce character and give it a USP.

Please no big estates - more farmyard/courtyard type developments with own characters as infills - keeping rural feel

Around Valetta Gardens

Want to retain the rural feel of the village. Don't want to live in a large village or town. Prefer some exclusivity and self identity. If growth has to be achieved (though not wanted) then do not want to cause ribbon development outside the boundaries of the village, hence not wanting to join the two villages. Need to keep village small and compact. If any new build had to happen then would have to be in keeping with existing housing.

Want to retain the rural feel of the village. Don't want to live in a large village or town. Prefer some exclusivity and self identity. If growth has to be achieved (though not wanted) then do not want to cause ribbon development outside the boundaries of the village, hence not wanting to join the two villages. Need to keep village small and compact. If any new build had to happen then would have to be in keeping with existing housing.

The feel of the villages need to be maintained but at the same time greater infrastructure and amenities will require more users which can only come from targeted development.

Whilst it would be helpful to have a shop or something, it is important for it to still feel rural. People love the village for its country charm and something like new modern housing would ruin it.

Boundary of villages to be preserved, need to grow housing to meet needs of Dyson development. More facilities. Develop land between two communities, tie them together. Stop SSQ remaining a dormitory/retirement area. Replace the MoD who will go eventually. Keep a green belt round the area. Stop J17 growing North of the M4

To make use of the villages development should be between the two communities, To make the best of the village and add facilities

This is a rural village so I think it's important not to over develop it.

Design quality is an area in which local authorities can potentially have significant impact on the development of housing. While there is no particular vernacular in SSQ, development of suburban estate, fast-built identikit homes would have a deleterious effect on the character of the village (for an example, see Valetta Gardens!). The plan should seek to encourage, if not stipulate, that homes built in the village should be designed to either complement the rural character of the village or to add to its diversity through thoughtful modern styles.

Affordable housing: Families with young children essential for long-term viability of school and general vitality. Outside Forces families, there are very few young children in the villages which are increasingly middle-aged (or older).

Rural feel. Primary attraction of the villages. Any development within the villages has to be in keeping and scale appropriate to the setting, retaining the essential character. Large estates adjoining the existing villages would not be acceptable.

The site next to the garage would seem a good place to start. It has been a bit of an eyesore for some time.

On the airfield

Housing should be in keeping with the style of the village. Don't expand the village dramatically or the feel will be lost.

Design in keeping with village style. Modern block houses with postage stamp gardens and box rooms. I'd rather have self builds as long as they fit in. Keep the village feeling rural.

By taking care and by monitoring developments

It's really important to protect the rural feel that our village has. If land was sold and loads of houses were built it would ruin one of the main reasons why I chose to live here in the first place. It is therefore important that if extra housing needs to be brought into the village that it is done so in a controlled manner (ideally by destroying the MOD houses and building new, big, expensive Cotswold stone homes there instead which will add value to our village and remove the current eyesore).

Affordable housing is not a good idea in this area. There will be a demand for homes courtesy of Dysons new development so why not produce housing to attract professional people such as those, who could positively contribute to our village in terms of intelligence and wealth.

If the two halves of the village were connected it would be really good as it would feel like a bigger community, because currently I think of it as a different village entirely!

House design should at least be aesthetically similar to those already in the village. As for location, In lower Stanton behind the petrol station, where the old car garage was. In Upper Stanton, heading eastwards out of the village, on the site located on the left past church lane.

design and affordable housing - the design these days is really important - most people want to live in the Cotswolds/this area due to the style of the houses. a 1950s replica isn't really ok these days - but that seems to be what is being built everywhere as it's cheap I guess... retaining the rural feel - see above!

Housing - obviously land would need to be obtained for this and also for self build projects

I feel there is a big divide between the MoD houses and the local community both physical and dynamically. Because I have no children in the local school I have no links to the community which I feel is a shame as there are not many events organised and there really isn't anywhere to go if that makes sense. There is only one park, within MoD housing but not many people use it which is a shame as it is a lovely park but it is tucked away behind houses. Valetta Gardens is currently mostly empty so no sense of community here. We have looked into buying our own house in the village but there was nothing available and the prices of housing in KSM are too high for someone to buy as their first home. I'm afraid I'm unsure how one could encourage self build though.

Retaining the rural feel by not allowing large developments in the area. Small numbers of houses in keeping with the local character and with enough diversity to fit in with the current housing mix.

Making sure we have a say when planning applications are put through.

Encourage MOD to release and redevelop existing housing areas asap. These are ideal locations for development within the existing village limits and could prevent sprawl.

While the housing stock is far from uniform, it is important that any future housing should be consistent with what already exists and maintain the rural feel - therefore, no ugly blocks of flats !! Within Lower Stanton there isn't really any room for more houses to be built within the village boundary, but consideration should be given to building near the garage, especially on the derelict site area where the erstwhile garage workshop was located. Similarly, the land held by the MOD is already a "brownfield site" in many areas, so any plans to increase the housing stock should focus on these areas, rather than considering the use of agricultural land.

Exterior designs based on more traditional designs. Building between villages - Stanton St Quintin end of Church Lane? Possible redevelopment of Villetta Gardens to provide more housing within the area and a mix of housing to include some affordable housing.

It is important to increase the number of affordable homes to bring in families to ensure the future of the village, its school and the church. This will increase the number of houses. The planners should be encouraged to look for smaller houses to be built when applications are made for new builds. Identification of suitable sites for development within the village could encourage building there rather than on the outskirts of the village which could be detrimental to the rural nature of the village.

For affordable housing, I would like the planners to look for applications for smaller houses to be built on any plots coming up. Design is important to maintain the appearance of the village with its many old Cotswold stone cottages. The village is very rural now and should remain so - it would be anachronistic to build large estates of houses here and the infrastructure couldn't cope. The number of houses needs to increase to enable affordable housing to exist but to retain the rural nature, plots within the village should be sought.

Settlement needs to grow in order to get more people here and therefore more shops-nothing big like in a town but some normal rural villages e.g. Kington st Michael have facilities such as pubs and shops whilst the best thing here is a BP garage.

Though in principle positive re increase in housing stock in village and consequent improvement in facilities, good design (in terms houses and location of new build) essential to maintain rural character and avoid development sprawl.

To me the mainstay is that the village retains its rural integrity

We need funding schemes for enabling affordable housing such that housing aspirations in SSQ becomes a reality. The developer and financial institutions need to work with the SSQ community to avoid solely building 5 bedroom country houses to maximise profit. Long term view required. We need to look closely initially at the previous planning application for 11 houses adjacent to the BP garage in SSQ to see if it can be re-launched.

By the fuel station for affordable homes

Houses should be individual or small developments only, with a traditional style

Using infill within the village to add housing but must be sympathetically designed to the surroundings.

Some conversion into flats

Allowing new houses to meet the needs of a younger generation rather than closing the door on progression.

See the text above.

Within the settlement (i.e. within SSQ) I have covered above. I'm not sure what is meant by a rural feel I assume this is not house design as LSSQ has mix of housing already and I've ticked not important for design. I don't see how one could specify all house must say stone built when there already exists houses that aren't from the 60s, and 70s and other periods.

Affordable housing is important but "affordable" means very little IMO. A small discount is all "affordable" means in practice. Self build is a cheaper way for youngsters to get a house but central government pays lip service to that but then allows local government to make it expensive. Perhaps the plan could redress that.

(Uninformed thoughts:) some extension of housing towards A429; ditto down Kington Lane.

housing to be individual in style, not estate and certainly no blocks of flats

As above. Development is fine, but not the cramming we see being done in other edge of town locations.

Develop along Church road and around the garage to pull the 2 residential areas together so that the village can have more amenities

Important to keep the existing framework of the village & only allow new development if the road network is improved.

Within the village or to one side, but not all around it, the country feel is an asset. I wish the MOD would let out their empty houses, it is like tumbleweed-ville round there with so many vacant properties and doesn't help the atmosphere. Affordable housing would bring more families in to the village.

Use military housing to provide more affordable homes. Perhaps also increase density in military areas. There is scope of infill to raise population without having to sprawl the communities into one another or build on fields

i don't want to see the village creeping out into the countryside  
but i do need somewhere affordable to live

the area around the petrol station

Retain as much of the green belt as we can

We need to keep small villages. we do not need to expand every thing. this is a back door route for the council to allow expansion

I think if any development is to be done, then it needs to be sympathetic...many people live here because of the rural feel of the village. We do not want large developments or more housing...if it happens, then it needs to be high end and design led...if too much development occurs we will certainly be moving...i think the link with the MoD is important if, indeed, they are staying...

It would be useful to see various plans of locations for more housing and even have an understanding of how many houses were envisaged. What is the vision for the community in 10, 20 years and how will these be accommodated?

I feel its important to remain a rural village and not to end up as a suburb of Chippenham. There are plots of land on the edge of the airfield and by the garage to develop.

On the garage site where planning permission has lapsed.

By the garage where planning permission has lapsed

For the village to develop it is important to link the tow elements of the village and retain the rural aspect. Joining the two elements together whilst managing the style of development and keeping

the identify of the village is important. Also we need to reflect that development is going to happen. We also need to differential the village from J17 and any potential development there.

'Retaining the rural feel'; Any new housing should be on a modest scale so as not to impact upon the stature of the existing village(s) of SSQ.

No affordable housing in lower Stanton this needs addressing.

It would be preferable for new housing to be of a high quality, replicating a period style of the quality found in cotswold villages.

It may be necessary to open up some green belt to enable housing increase to be addressed fully if there is a genuine desire to encourage families who would use local amenities to move into the village.

Design- good design is imperative for the wellbeing of inhabitants and can be indeed must be incorporated into affordable housing. This sector is not catered for in our locality.

We should also try to retain the rural character as this is the reason we live here.

The village will be impacted by the development on the old airbase. The village should take a positive stance to development, keep it rural and join the two elements of SSQ to develop a bigger community with amenities. Care needs to be taken to include affordable housing so that the village has a dynamic demograph.



## Appendix 6 – Q9 With regard to Business and Employment, what would you say were the priorities for your area in the next 10-15 years?

### Text answers

Working with MoD over future potential changes very important re MoD housing and the development of the Dyson campus project. Local farming - ensuring viable local farming continues is central to the rural nature of the village and surrounding land.

Appropriate Parish Council intervention expected in the Junction 17 developments

Supporting the primary school. Open a pub

Dyson employment

Unsure of last point above and exactly what it means. Seems important

Do not understand Junction 17 question. Is working with MOD relevant if site being developed by Dyson

The village is well connected for pursuing and commuting to employment opportunities in nearby towns and cities.

With Dyson now having bought most of the airfield it hopefully puts to rest any thought of turning the whole airfield into a new town as was championed by some. With the Army moving out of Buckley Barracks in 2029 the barracks site is prime for redevelopment. As the site is already used, its redevelopment should not be detrimental to either village in the future.

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Encourage community links with Dyson as it expands operations on the airfield. Access to facilities.

Engagement with MoD on future of Buckley Barracks site including sports pitches.

This is a residential area. There are plenty of business parks around which are not fully occupied so why do we need work here

Don't want Dyson traffic through the village either.

No

Less frustration with slow broadband for local businesses

Haven't a clue what "Encouragement of appropriate management as a result of the developments to the north of Junction 17" means!!!

I feel that this village will always be a commuter village, but this may change when Dysons site is up and running.

Try to ensure a coherent and safe transport infrastructure beyond Junction 17, to include both Stanton St Quintin minor road junctions with the A429 and to acknowledge the impact that Dyson traffic will have at the Hullavington/A429 junction.

It is known that James Dyson intends to build up his business using part of the airfield site that he has purchased. I feel it is important that his company be involved in planning for the development

of the village, because Dyson employees made be attracted to live in the area, and equally, current residents may seek employment with the company. Also, with a Dyson facility in the area, this could encourage small enterprises to set up in the SSQ area in order to service and/or benefit from the presence of Dysons.

As to the last point, I cannot support in any way whatsoever further development to north of junction 17. There are significant sites within a fairly small radius of the village that have already the infrastructure for such development and I would like to see this utilised rather than blighting yet another green field site

We need to avoid ad hoc commercial development in the SSQ village by taking a joined up approach to providing local employment, affordable housing and other local community benefits.

Business should be supported by the community and also encouraged to participate in the community.

Better transport infrastructure

People wanting to run a small business usually do that from home as it is cheaper. They need fast broadband for this, usually. If a business requires premises then this wants to separated from housing and it is not usual for businesses that require premises to be a nuisance to houses, noise, traffic, smells. Sutton Benger put up with the smells from the Chicken Factory for years and nobody in SB was sorry to see that close! Strangely the smells (from cleaning out tanks) always happened on weekends or bank holidays when environmental health wasn't around. I would suggest that any area for business premises is widely separated from housing or the types of premises but very restricted.

there is no where to set up a small business here

perhaps promoting business breakfasts etc.... there are a lot of retired people who have much knowledge to share and could support younger people just getting started but we need an exchange network for that to happen

Sorry I do not understand the last question

Concerning the latter - I am not aware of the developments to the north of junction 17. As a rural business, it is always good to provide housing to staff - this is very difficult in the local area as it is not only unaffordable but largely unavailable.

Transport for young people to get to work.

New businesses, such as the Dyson development in the base, and the 'Chippenham Gateway' development at J17 will inevitably add to the traffic using local roads. There is already a dangerous build-up of stationary traffic at J17 at peak periods, and in my opinion is not going to be resolved by the current improvements to the junction. The Dyson development will (together with housing developments in Malmesbury) add to traffic on the A429, increasing difficulty for villagers and school run vehicles exiting the village.

10-15 years is to late these issue needs addressing now !

Any incoming business be required to pay at least a good living wage, to reflect the costs of living in the area and not minimum wage as appears to be a trend. Hours of work should be available to fit around family life and maybe even provision of a creche. allowing leave for parents to collect children from school, also if a large business on site quality canteen to reduce traffic at lunch time. Possibility of a local quality shop.

There is currently little local employment opportunity for people in the village, unless they have their own businesses. The forthcoming Dyson enterprise will not necessarily provide work for local people. The decline in MoD population further reduces locals opportunities for employment. Some plan required from the council to encourage small businesses that'll employ locals possibly.



## Appendix 7 – Q10 For any of the above which you have felt was "Extremely important" or "Important", could you describe how and where (if applicable) you feel positive change could be accommodated? Text Answers

Broadband speed is important for home workers, school etc and individuals. MoD provides local employment and service personnel support local businesses and children provide numbers at the school. What is/will be happening at Hullavington will increase traffic and this will need to be managed to keep traffic flowing

Better access on to the main road if the development to the north of J17 goes ahead. Close cooperation with the MoD on their plans for Buckley Barracks site/Valetta Gardens. Any compulsory purchase of farming land to be kept to a minimum

Not sure what appropriate management of developments to the N of J17 means. If it means traffic management or improving access to A429? If it is about Dyson's developments future detailed proposals should be of interest to the local community

Full broadband across SSQ

Any changes which support local farming but not GM activities will be beneficial to the village Adequate and strong leadership engagement generally needed at all levels in the village.

Broadband and motorway links are very important

Technology enables people to work from home and develops a different proposition for residents. New development brings a wealth of investment

Engaging locals/businesses, working with people and the MoD

Link in with Dyson on the airfield. Sort traffic priorities. Its is impossible to join the main A429 at peak times.

The empty building at one side of the filling station - remove or rebuild it

High Speed Broadband: the village and surrounding areas will be marginalised from main stream communication which is important in this modern world to businesses and individuals alike. Both the MoD, farming and local businesses need supporting to keep a vibrant and sustainable community.

Encourage small industry to the MOD site as it transitions away from military use and avoid large scale logistic type business

Development of J17 will have a huge impact on employment and housing in the area. This needs careful consideration even though the proposed development is just outside of our area. How long before the north side of the M4 is developed?

By ensuring that current/future local businesses are encouraged to involve themselves fully in the village, so that plans/issues can be developed/resolved jointly.

High speed broadband should be viewed as an essential utility which can enable working from home and reduce commuting.

Business premises should only be of a size that do not overwhelm the rural feel and appearance of the village.

Agriculture is largely responsible for maintaining the rural environment

Staggered working hours for new business, ie Dyson on Hullavington Airfield, to keep traffic under control.

Provision of a commuter car park, (perhaps at the old garage site), to end illegal parking which is destroying our rural feel and our verges.

Local representation with developers of businesses at Junction 17 would be valuable to represent local interests

Broadband speed to be brought up to date.

Building strong links and effective management structures will support in the future development and sustainability of the village.

High speed broadband is important in rural areas

Broadband needs to be sorted

Keep badgering BT to get high speed broadband

High speed Broadband is essential for any home based business and also useful for personal use. Support for local farming is essential to manage the land and hedgerows around the village. Without the farming of the local land it will fall into misuse and increase the likelihood of other uses such as building and development. The Junction 17 development is not required locally and will be an eyesore based on current planning applications. It is speculative at best and could open the door for more future development around the junction turning the area into yet another large business park.

High speed Broadband is essential for any home based business and also useful for personal use. Support for local farming is essential to manage the land and hedgerows around the village. Without the farming of the local land it will fall into misuse and increase the likelihood of other uses such as building and development. The Junction 17 development is not required locally and will be an eyesore based on current planning applications. It is speculative at best and could open the door for more future development around the junction turning the area into yet another large business park.

Any new developments should provide resources to support better infrastructure as part of the terms of any planning approval.

Need to grow housing to meet needs of Dyson development. More facilities. Develop land between two communities, tie them together. Replace the MoD who will go eventually. Keep a green belt round the area. Stop J17 growing North of the M4

High Speed Broadband is critical to business

The setting up of a local shop would be a great addition to the village

A small development for small businesses would help those in the locality who have this requirement.

Broadband: recent improvements but still patchy, particularly for outlying properties. Essential for all businesses.

This is a farming area and should stay that way

What are the developments to the north of jt17????

When are we going to get decent broadband?

By getting on with it!

We may live in a village but we should all be able to access high speed fibre optic broadband and have good phone signal. When we were in the middle of Africa we had both of these so why can't we have it in SSQ?!

High speed Broadband because ours is very slow and recently we have had a couple of problems with it.

Much greater pressure be placed on BT to provide

Broadband speeds in the village are pitiful even when in comparison to other rural areas. An increase in traffic would have to be monitored as a result of Dyson and the junction 17 developments.

Have not found the MoD approachable in the past

High speed broadband is a priority as increasing numbers of people work from home, and it has also become easier for individuals to start small businesses using internet sales. Poor broadband encourages commuting and reduces the numbers of people at home throughout the day, who could potentially be using local services and engaging with the local community.

I am a little cynical about how much I can influence any positive change anywhere.

Improve traffic approached to Junction 17, install traffic lights to minor road junctions, and pedestrian crossings. Consider a 'parkway' station to encourage park and ride transport alternatives to vehicle use.

Clearly, large parts of the current MoD owned area are "brownfield sites" which could readily be used as locations for new small businesses. However, any business - large or small - which considers coming to SSQ will only do so if an adequate broadband service is available.

The broadband speed for much of the village is very slow and has a bad effect on those working at home and on school pupils trying to do homework. Faster broadband speeds would make the village more attractive but it seems that we have to work on our own solutions (which is being done). Farming has always been at the heart of the village and should be encouraged to maintain the rural nature of the village and of course for its own sake. So any developments must not be allowed to interfere with the farming. Any development at Junction 17 could have a bad effect on the rural nature of the village with increased traffic, especially heavy traffic - infrastructure must be improved alongside any such development.

the broadband speed for much of the village is not practical for the current way people work and access the internet. It will damage the attractiveness of the village if it is not improved but it seems that we have to make our own solutions. Farming has always been at the heart of the village and it is important that it remains - both for itself and for the nature of the village. The possibility of developments around Junction 17 could mean quite a strain on the current infrastructure and if inadequate provision is made for the additional traffic, some of it heavy, the effect on access to the village and on its attractiveness as a place to live could be very detrimental.

Get more shops in by enlarging the settlement as that will encourage small things to start up, you need people for a pub or village shop to actually stay, the best way to do is may be by linking Stanton st Quintin and lower Stanton by enlarging Stanton-lots of room for this to happen. Broadband is harder as more relies on companies, so not sure.

Maintenance of a dynamic rural economy, capable of encouraging and supporting small business will impact positive perception of village and contribute to vibrant character - but need to avoid inappropriate development creep associated with nearby large scale industrial uses.

The broadband was a major factor for us in purchasing our property as we both work from home on a very regular basis

Without high speed broadband no company will wish to set up an operation in SSQ. This is critical. The MoD housing stock in SSQ, many of which I am told are empty, could provide many houses for local people at an affordable price. This is a one-off opportunity that needs to be seized.

Farming is important for local employment and also to retain the rural feel of the village. I love going for a walk and seeing animals in the field or crops growing.

Would rather see business development within the village, small business, Farming etc rather than large warehouses on J17 adding very low value jobs and adding little to the local community. Broadband issues being looked at. Liaison with the MOD via committees and Parish Council. Seek information from farmers as to how we can help them.

Both broadband and mobile signal need improvement

We are not sure what "appropriate management as a result of developments north of Junction 17" actually means but assume that it would include such measures as roundabouts and appropriate traffic control measures to cope with increased traffic flows.

Broadband: speaks for itself; just roll it out.

Small businesses: same tentative suggestions as for housing.

Local farming: let them get on with it. Changes should not work against them.

We need to keep a distance from the village and any J17 development

New development near M4 junction needs to fit in with the road structure some of the plans would suggest a huge increase in traffic volumes.

High-speed broadband would attract people with small businesses or people working from home. We need to be involved in the development near the junction in a positive way so we can influence it as much as possible.

Work with mod on use of land and housing as sold off. Protect farms. Broadband is there but not consistent - bt needs to pull finger out

use some old MoD property perhaps - into small business units

we need to use available space and perhaps old MoD buildings than can be converted to multi purpose business facilities

High speed broadband is beyond or control primarily

With the MOD hopefully a working group could be set up

It would be nice to know who all the local farmers are and what their attitude to future developments are. They all have a financial interest in the future. They certainly won't want additional employment. Very few people work here on the farms, interesting to know how many?

Local businesses are not important, we have good access to large towns

High speed broadband is a necessity for residents and businesses. We have it but some in the village do not.

If the MoD is staying, then it is important that they are part of the community - if they are not staying and are planning on selling all their land, then it is even more important that we work with them to get to a best possible outcome.

Supporting local farming - a fundamental part of this area - is vital...if it is not supported, i fear land will be sold off and the area will be developed. People enjoy having a farming community in the village.

I am also concerned about development to Junction 17 (and to Hullavington airfield) in terms of traffic volumes. The crossroads meeting the A429 are already extremely busy and accidents occur on a regular basis....and we don't want a dual carriageway running through fields, creating more noise...

In many respects, the rural character of the villages are a result of the farmers maintaining the landscape through agricultural business activities. I would be keen for any development plan to support and encourage agriculture in the area.

Rural life and farming needs to be supported in and around the village. Traffic on the main road of the village is already heavy and its difficult to exit the side roads. This will get worse when Dyson develops Hullavington airfield.

High speed broadband is a key element of any village in the UK.

There needs to be a gap between the village and J17 to keep the rural feel of the area.

With regard to the difficulty in getting onto the A429 (heading towards the M4), stopping cars from using the layby on the left just north of the exit as a carpark for car-sharing during the working day would definitely help. Laybys should be for short-term use only (rests or phone calls etc)

High speed broad band needs to extended to the entire village. no more excuses.

Preservation of the period traditional rural style as is the characteristic of the area and importantly provides the quality of life that is benefitted experienced from living in the area.

Working with the MOD as they move out of the barracks is very important to the community. If homes are likely to be empty for some time, that could have a negative impact on the area. The community would hope for communication from MoD about their site disposal agenda.

High speed broadband is an essential tool for business. We need it now.

It is important that the village has definition and be separate from any J17 developments.

## Appendix 8 – Q11 With regard to Services and Facilities, what would you say were the priorities for your area in the next 10-15 years? Text answers

Re pub and shop. Would not want a new build chain pub coming to the village or a supermarket based express shop. Instead make better use of pub themed parish hall events and the local garage shop already there.

A footbridge over the A429 or even better a 30mph speed limit with crossing

Community centre, coffee house, pub. Cemetery - thought it was full?

The lack of a village pub is notable. However, pubs are normally at the heart of the village and a new build chain would struggle to achieve this and potentially lack character. Also pubs near a main road can attract trouble and The Radnor Arms in Corston seems to struggle to draw large numbers of people. How about turning the village hall into a pub for one or two nights a week? Or a build a cafe that could stay open late one or two evening a week for dinner/drinks.

I think it would be good to encourage conservation, wildlife corridors and awareness in the villages. How about a constructed pond or nature reserve that could have a positive environmental as well as educational impact?

How about a farm shop rather than generic shop?

A business hub that creates space for small start ups to make use of shared facilities would be a welcome addition, if the broadband speed could be increased first! Church road, which links the two halves of the village together up to the A429, could do with a footpath or even a cycle path to make it safer to walk with children. A safe crossing over the A429 is also needed.

Keeping post box

Tennis Court. Gym. Shops. Athletics area. Junior/tenage football team. Post office. Football pitch

multi use games area/AstroTurf

Also MOD have stopped local residents using the sports pitch which they never use themselves, they are part of the community and need to act like it, let us use it again.

Facilities for teenagers - multi use games area/tennis court?

Path/walkway between two settlements

Safe crossing point on main road

We need a Post Office in SSQ, also a "business room" with office facilities for hire by the community to promote business development. If we want young families here then we need a creche/nursery facility. Suggest central positioning with safe access for all of these facilities to join the village up

Sports facility eggym or pool in association with school and hotel

Availability and access to doctors surgery, currently Malmesbury, Chippenham, or Yatton Keynell

Fast broadband is important for households as well as businesses.

As I reside in LSSQ and I don't have most of the above I clearly don't care about them. I don't have school age children, don't go to church, plan to be cremated and read e-books. Getting to the garage is safest by car so I usually just drive on to shop.

Decent parking for all, keeping cars off road. Speed up the flow of traffic passing through.

is there mobile banking in this area? with access to banks becoming increasing difficult, not everyone is comfortable with on line banking.

The last thing we need is a pub, it is not relevant and a new pub would not have the local country character. The school is the right size for the village and can be improved but should not be made bigger

If there was more parking by the garage - it is likely that we would see a larger retailer take over the shop. If this was so, then the village would be amply supplied with groceries but it would be very important to keep the services offered such as newspapers/magazines etc.

Pre school

Suitable and safe East West movement of people and traffic.

The school needs to be relocated, the buildings are old or of a temporary nature making it not fit more modern education standards.

As banking facilities are being further eroded in market towns having a Post Office/banking facility nearby would be quite nice. Our closest post office is Sutton Benger in a pub - Now that's an option - we have a community run pub cum shop, cum post office.

It is important to retain a village school but not to increase its capacity past its current accommodation limits. (Limit to 120 on role)

## Appendix 9 – Q12 For any of the above which you have felt was "Extremely important" or "Important", could you describe how and where (if applicable) you feel positive change could be accommodated? Text Answers

Pub - hotel might increase its pub-like facilities. Already has good parking. Cemetery facilities, should we be taking up good land forever?

The cemetery is close, so no burials can take place in the village. We need a new cemetery

School - vital heart of the community. Garage/shop - essential for people to be able to walk to a shop for vital supplies. The loss of such an asset would be a major blow to the village. The pub is limited to Bar at Stanton Manor. Negative, rather than positive change would be a reduction of services and facilities. There is a nice play park on MoD Development in Valetta Gardens, can this be safeguarded for the future?

In respect of parish hall, school, church, garage and library van, more events, more attendance, wider stock and perhaps more frequent visits. In respect of cemetery facilities further land should ideally be identified.

School is the most important

Families are required with young children

School is important for future growth, enable families to move to the area. Families support families

The school needs support it is a brilliant village asset. More homes needed and encourage growth of the village. Understanding of traffic congestion at peak times.

The empty building near the filling station

The parish hall refurbishment needs to continue and become a hub for village life. The school needs to keep up the good work and move with the times.

We need a place for children to play. Cemetery space for when play is over!

There is a need for a vibrant and thriving community for all ages within the village. Therefore a better pub type facility, shop, etc., together with access to some form of facility where teenagers could gather eg a weekly club night at the parish hall.

A village school is highly beneficial for community building and would help minimise traffic if the majority of pupils are able to walk there each day.

The garage serves passing traffic mainly, but in addition provides an all hours fuel and shop facility.

These are the things that represent a thriving community and should be preserved

School, parish hall and adequacy of cemetery all important due to need to encourage facilities for the whole village for everyone.

Surely the hotel can come up with something that works for villagers on a regular night each week

Stanton Manor could do something to help and provide a friendly, affordable bar for the community and a shop.



Maintain the school as a going concern as it does offer a central focus to the village, as does the church and the village hall. However parking on the corner outside the church and school is a danger and needs to be addressed. The garage is useful to both villages offering, as it does, additional facilities such as the shop hence there is no requirement for an additional village shop. The parish hall offers a community space for the use of the villages and should be retained especially after the excellent refurbishment that has been carried out. The additional parking is also very welcome. The church again offers a village focal point which helps bring the community together. With regards to the cemetery facilities, it would be nice if some form of additional space could be made available for those locals who desire to be laid to rest in their village.

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Any community will only flourish if its constituents have a feeling of togetherness.

The growth of the size of the village will allow more facilities like a pub and shop and post office. It will also preserve the School and Church. This is an opportunity to plan the development of the village into a proper vibrant active village.

With development between the communities the economic base of the community will be strong enough to support shops post offices and a pub. It will also draw the two areas together and form a stronger community.

All of these facilities need to be supported by the village.

The addition of a Pub & Shop would help harness the Village with togetherness and belonging.

To attract young families, in addition to affordable housing, safe play areas are essential for youngsters of all ages including sufficiently large open areas for older children to ride bikes, play ball games etc. Safe pedestrian access to these facilities.

A pub and shop would save us having to travel to other villages. Mind you, might be a danger that my alcohol intake may increase :-)

By keeping an eye on developments

All of the above would contribute to a coherent community and foster good relations

SSQ would become an even more desirable village if it had a village shop and a pub!! I have always thought it and would be over the moon if both eventually happened. The church, school and hall all however need to remain as a priority for our village as it would be a tragedy if any of them became extinct. The village council could do with injecting more village events into our community to raise money for their upkeep/development.

A shop as places like Hullavington have one and we don't!!

Also a library van because I love reading!!!!!!!!!!!!!!

Stanton Manor Hotel is under new management. The village needs to support this enterprise and maybe we could then have a Village Bar facility.

If the village develops further housing, parking at school periods should be considered as the village becomes over crowded with cars at 9 and 3.

I feel a play park would encourage families to get together more and increase the sense of community whilst hopefully decreasing the divide between the local families and those associated with the MoD.

A shop in the village and cafe facilities would make a big difference. A good example is the Folly Row cafe in Kington St Michael - local crafts are sold in it and it is used as a venue for craft clubs etc. Perhaps a pop up cafe in the Parish Hall would be a solution.

For the village to have any "life", I consider it important that the school, parish hall and church thrive. I also say the same about the garage, but principally because it provides a shop which helps any people with limited transport facilities.

Given that the school is pretty well hemmed in by housing and a road, it is difficult to see how it could expand to take in more pupils from an enlarged village, unless it were to acquire a second story. This would I suspect be unacceptable to surrounding householders. Therefore, a new school could be considered, located somewhere on the airfield site near Valetta gardens.

More affordable housing would encourage families to move here to help keep the school (and the church) going. The Parish hall has recently been refurbished and it would be great to see it used more, which would provide villagers with more opportunity to socialise close to home. the provision of a play park and of a cemetery could be required of a developer possibly - it is important to young families to have a play park close to home and many people wish to be buried in the place they lived.

with more affordable housing, the future of the school could be assured if families are encouraged to live here. The Parish Hall has only recently been refurbished - it would be great to see it used more than it is, to provide more activities for the villagers and more scope for socialising. n increase in younger families could hopefully increase the number of people attending church and getting involved in its activities, to ensure its future. there is a small play park in Valetta Gardens but if a plot could be found to establish a more comprehensive park, families would be encouraged to come here. It can be important to people to be buried where they have lived and at present we have no cemetery the current one being closed after filling up. It would be good if a developer could be asked to provide both a play park and a cemetery as part of a development.

Lots of small kids in the villages, large fields around, not used, look at the population demographic and build to it.

Bring in more shops as it will allow the village to become more cohesive, especially between the two separate villages, easy enough as lots of room to expand, however need to make sure we keep the village to its rural roots, with traditional small local shops, not chains.

Community-run pub /restaurant with profits put back into the local community that could be included in a single complex provided by a developer working with us in SSQ. Alternatively, can we not assume community responsibility for the MoD sports field and associated buildings?

Church, Parish hall and play ground bring the community together

A general store is needed to serve the needs of an aging population

A local school is important for families with young children the library van for those who are not sufficiently mobile to obtain reading material elsewhere and a separate shop only if this facility is not available in the local garage.

School, Parish Hall, Church: (as for Farmers above): let them get on with it; don't let any changes cramp or inhibit them.

Play Park and Cemetery: need some input, from the Plan or otherwise.

My selections are important to create a proper village feel.

No plan in place to increase cemetery needs to be sorted.

A decent play park would help families (the Valetta Gardens one has been renovated to accommodate mostly the young) a pub would give somewhere to socially meet up, but I doubt a village of this size could sustain it. The garage doubles as a local shop and I don't think we could sustain a separate shop.

School needs local population to sustain it. Burial ground now closed - need new area.

Preserving/extending play park could be part of agreement with mod. Shop not necessary - garage is ok but results in a lot of mess.

no community space other than the village hall and young adults don't want to hang out there! its great for events but its not a pub.

the shop needs developing - beyond just petrol station emergency rations e.g. a community shop or van that could also sell locally grown produce in season  
the cemetery is full and we need some additional space accessible to the village

Make greater use of our hall to make it self financing,

Yes we need a community centre (pub)

Yes we need a community centre( shop), this is unlikely to happen, not commercially viable due to the size of the population and the garage and proximity of supermarkets

A shop would not survive and the garage is sufficient. A play park would be ok if there were more children in the village. most people pop into Chippenham so I don't think it is that necessary

I think the school is an important part of the community, although not for us.

The garage is very handy!

The parish hall has been great to foster a sense of community and we have enjoyed a number of events there...a small cosy, foodie pub would be a 'nice to have' but not a necessity. I understand that the hotel is changing hands and will be more of a destination too.

The school, garage, parish hall and church are the facilities/services that make the village viable in many respects - there is scope for change, but it will be costly as there is limited infrastructure. For instance, a play park would need safe access from both sides of the village - this might involve a foot bridge or traffic lights for crossings etc.

The village hall has been refurbished very well. A pub would be a huge improvement to the village.

To attract families and a mixed population the availability of a school is important.

In the event of development then the additional people and employment should enable the establishing of local amenities. Which should be part of the planning permission.

relocate the school in the MOD site, the old school should be redeveloped to include a pub and shop and some high quality social housing, this would give the village a new heart and center.

I have ticked 'no particular view' for a play park as which side of either village would it go in? It wouldn't look attractive if it was underused and thus became neglected and not maintained.

All of these can make a positive contribution to forming an inclusive community without the need to use private cars.

The School is a key element of the community. The Cemetery has to find new land. Development should be correlated with more facilities. To reflect economic reality and sustainability as well as making the village a proper village and not a dormitory of retirement area.

## Appendix 10 – Q13 With regard to Traffic, Transport and Roads, what would you say were the priorities for your area in the next 10-15 years? Text answers

### Regular buses to Malmesbury and Chippenham

Access to A429 has become more difficult as volume of traffic onto the road has increased. Recent road surface work has left major pot holes at the side of the road. Ensuring safe passing places is essential for safe use of the roadway linking the two settlements.

### Crossing point for A429. 30mph speed for A429. Help to join main road at peak times

Proper crossing with lights to Lower Stanton St Quintin. Important to have a 20mph speed limit near school

There is a lot of traffic on village lanes in LSSQ that the roads were not designed to take.

I'm concerned as a parent of children about the speed vehicles pass through SSQ. Could we have some speed curbing measures introduced asap?

There is a need for improved access onto/across the A429. It is also important that the village does not become a cut through/rat run for the future Dyson development. Extended public transport hours should be explored and given the current commuter parking which fills the A429 lay-bys on a daily basis, there is a need to ensure that this does not spread into the village.

Roundabout or traffic lights Lower Stanton / Hullavington camp entrance A429. Dyson to be encouraged to built station on main railway line at Hullavington would provide train links to London Swindon Bristol and South Wales. Would reduce road traffic arriving at Dyson factory development and reduce pollution from road traffic and congestion

Speed bumps should be considered to address unsafe speeds through Lower Stanton especially by larger vehicles or vehicles looking for shortcuts during roadworks or congestion on the A429.

At 50mph the speed limit on the A429 is too high. There is a high volume of traffic on this road and both pedestrians trying to cross the road and traffic turning out of the village roads are at risk.

Maintain a public bus service for local transport needs where a car is not available to use.

Maintain a public bus service for local transport needs where a car is not available to use.

The main North South road is too busy and dangerous. It needs better control especially with the development on the old air base

The A429 is already extremely busy particularly at peak hours. With a further 3000 workers on the airfield this will only get worse. Traffic lights, including pedestrian controlled, are required at the crossing by the garage and speed calming measures needed for traffic exiting the motorway roundabout heading north.

Safe cycle routes to both Chippenham and Malmesbury require significant detours via country lanes. Neither the A429, the B4069 or the A350 are safe to cycle on.

Getting onto a429 is dangerous. Ask the school to stop blocking the view at the a429 junction with their signs. Also ensure grass is kept short.

We need a pedestrian bridge over the A429 for safety and to bring the two halves of the village closer together.

Already difficulty in getting out on mamsbury road

The school continues to generate parking mayhem twice a day in term time.

See previous comment for traffic issues. Decent lighting for routes between two halves of village which would make walking between the two much easier during darkness along with a good footpath etc.

The lane linking the village to the barracks feels a hazard at times as some people drive far too fast and commuters use it as a shortcut to beat the traffic on the A road.

Less traffic through village

To make sure that our village does not become a rat run because of the increased development to the south of the M4 and Dysons's.

Low levels of highway maintenance, especially lack of gulley and drain clearance leads to excessive surface water flooding in even the slightest rainfall.

The two parts of the village are currently linked by the narrow unlit road running past the Village Hall. This has no pavement except at the two extreme ends. If the village is to grow, with more housing and more traffic, it is essential that this road be improved and an adequate pavement be provided alongside it.

If more people are to come into the area - either as residents or employees of any new businesses - it is important that the public transport facilities should be there, both to meet the needs of people without cars, and to encourage those with cars to leave them at home. At present the 92 bus from Chippenham to Malmesbury provides an hourly service six days a week, and consideration should be given to improving this, if at all possible.

Church Road is used by walkers, especially as the Parish Hall is there. It is a single track rural road with a 60 mph speed limit. There is no footpath along it and walkers have to jump into puddles to avoid traffic (which includes buses, as it is a bus route) but the council doesn't see that it has any responsibility to repair the edge of the road, just resurfacing the centre of the road in the last year.

Farmers taking responsibility, and actually being cohesive with the community.

The A429 is noticeably busier and we need to provide a bridge across this road and/ or traffic lights with a crossing. This road is becoming a major problem that will take away some of the attractiveness of living in, or moving to, SSQ

A429 is very busy and turning onto/off this road can be very difficult at peak times. A lower speed limit would be worth considering.

Better parking at school times

Footpaths dangerously narrow, dirty, and not maintained

Potentially roundabouts or traffic lights to aid egress from Stanton and Lower Stanton onto the A429 recognising the increased traffic flows with greater employment by Dyson in Malmesbury soon to be swollen by employment on the airfield and the significant development of housing in Malmesbury with plans for further housing developments in Malmesbury and Crudwell.

traffic calming through village to discourage heavy goods using village as short-cut access to main road is becoming very dangerous as traffic has built up

yes - can't get out of the village at peak times

with the increase flow of traffic off and on the M4 to either the Dyson development area or the chippenham Gateway development we will be hard put to get out off either side of the village and onto the main road without some form of traffic flow e.g. lights or roundabouts.

footpaths and cycle lanes are non existent in some parts connecting the two parts of the village

Making the area safer is important. a footpath from Lower to Stanton would help

M4 road noise - it needs resurfacing!

Agricultural machinery is sometimes being blocked from passing through the village due to parking issues. However, putting white paint everywhere to designate parking spaces would have a negative impact on the rural character. Accordingly, recognition of agriculture in the village plan would be a simple way of addressing these issues.

School-run parking outside the school remains a matter that requires addressing.

The school cause most of the traffic issues in the village, it needs to be relocated.

Offroad parking is needed in some areas. Village streets are too narrow for on-road parking causing difficulties for delivery vans but more importantly for local farmers unable to get tractors through when trying to go about their daily life

Main road speed limits too high and dangerous junctions onto A429.

Management of the main road is important access east west as development evolves. It will need to be safe and easy to travel from the two villages.

## Appendix 11 – Q14 For any of the above which you have felt was "Extremely important" or "Important", could you describe how and where (if applicable) you feel positive change could be accommodated? Text Answers

Road safety always important, time some drivers read the Highway Code. Footpaths - first pavements alongside roads wide enough for prams and two people to walk side by side on a raised pavement. Footpaths in the countryside need to have safe stiles and secure gates. Safe cycle routes could decrease cars on the school run. Also could reduce cars to and from the local business area.

The footpath between 52 Stanton St Quintin and Bouviere Park needs widening. It is almost impossible to get a pushchair along it. Most Bouviere Park residents resort to walking in the road which is very dangerous in view of the speed at which some vehicles take the corner coming in to the village.

Road safety is always extremely important and access to A429 is a potentially hazardous area. Options for safer access should be explored.

Footpaths - a continuous pedestrian pavement linking the two sites of SSQ and Lower SSQ would assist safety of walkers including those wishing to walk their children to school.

Safe cycle routes - a safe cycle route between the villages and Chippenham would be a progressive step to encourage cycle use.

Road safety - ensure volume of traffic remains suitable for country roads we have and no over development. I do not want to see roads becoming bigger as a supposed way of dealing with traffic issues. Goes back to my view that any development has to be small and proportionate.

Give more access to the rural landscape

Better verge management. Improve paths/access by Valetta Gardens

The above, soon. This could be done without too much trouble or costs. Then do the rest

A footpath between Upper and Lower Stanton would make it far easier and safer for pedestrians walking between the two parts of the village/the garage and would particularly improve the route for children going to/from the village school. The provision of a cycle lane into Chippenham would increase the use of this form of transport on what is a very busy and not particularly safe road to cycle on currently.

already mentioned in previous answers

Weight restrictions and speed limit enforcement to small local roads. Careful consideration to safety access when planning new homes

Do not think a bridge across the main road is appropriate and would not welcome an increase in the precept to pay for it!

Access to Stanton St Quintin especially during rush hour can be perilous.

Wider footpaths and better parking you make the area around the school less congested and safer for all.



Roundabout on A429 on Church road by Murco Garage. Reduction of speed limit to 30mph on A429 with traffic light system to cross from one side to another safely as the road exits LSSQ towards Malmesbury.

See above

Speed signs logging speed or cameras - that milk truck needs to slow down

Obstructive and restrictive parking outside the school and church can, and does, make it dangerous to local and through traffic. If possible, alternative parking arrangements should be made. With pedestrians present, especially going to and from the church and school, the footpaths should be maintained to a good standard. Overhanging trees, bushes and plants need to be cut back, especially where the footpath is narrow. A safe cycling environment is important for those who wish to cycle for leisure or to and from work. However safety is for all road users to observe and not necessarily for the village to implement special measures.

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Village speed limit and widening of footpaths around school.

The 429 is too busy and dangerous. Need traffic calming introducing. Perhaps roundabouts. To do this the other road into the roundabout will need to be improved. Also need proper crossing such as a Pelican crossing.

Control of route N/S. Perhaps a roundabout at the junction with Church lane. Widening of Church Road. and a weight/access restriction to the N/S route to stop it being used as a cut off to the M5  
A cycle path between some of the villages would be very useful.

Measures to slow Traffic speed on the main road to and from Jt 17. At present it is too fast and a high number accidents and near misses.

Getting onto a429 is dangerous. Ask the school to stop blocking the view at the a429 junction with their signs. Also ensure grass is kept short.

By getting on with it...

Traffic lights, footpaths, cycle tracks

Safe cycle path routes because I am not confident and I occasionally cycle with my parents to hullavington but I don't feel safe even with them.

as above.

As mentioned in the last section; safe footpaths on outlying roads, cycle paths and traffic calming measures through the village. Having attempted to walk the dog on the road to Grittleton, I can say that it is very hazardous. My children would also love to be able to cycle to nearby villages like Kington St Michael or Hullavington to see friends but it is simply not safe to do so.

If we have young families moving in then there is more of a chance of any of the above happening.

All roads through and within the village need to have safe and effective footpaths alongside - especially the link between Stanton, the Village Hall and Lower Stanton. Why is there no safe cycle path or footpath to Chippenham parallel to the A350?

The "unsafe" element of the current road system is the A429 and its various junctions with local roads. Because the A429 leads directly to Junction 17 on the M4, it is always busy and people attempting to turn onto this A road often have difficulty doing so. This situation can only worsen if more people move to live in the area, and if businesses such as Dyson set up in the area and thus attract commuters from surrounding towns.

I believe that the introduction of two roundabouts on the A429 - one opposite the Buckley



Barracks entrance and another by the staggered crossroads just north of the M4 junction - would enable people to turn onto and leave the A429 much more safely.

A footpath could be provided along Church Road - this has been mooted in the past. The speed limit should be reviewed. The speed limit on the junction near the garage should be reviewed - it is a dangerous junction but is 50 mph which frequently makes it difficult for residents of Lower SSQ to exit on to the main road.

Footpaths not adequate quality, talk to the farmers and sort it.

Lots of nice places as put earlier to run, however for example once a year over a few months a herd of cows moves in and makes this field unusable and therefore takes this away, there is lots of room for cycle and running routes, also allows room for shops to develop as people who use the routes need refreshment e.g. Village shop.

Provision of safe crossing point on main road - and improvement to road junctions (access to A429).

Walking/cycle route between the two settlements.

Well maintained public footpaths to enable enjoyment of rural surroundings.

As above, even the smaller backroads are now seeing increased levels of traffic that we need to respond to. In SSQ as a whole we need to consider the provision of footpaths and cycle routes in certain areas not everywhere but where it is becoming increasingly dangerous. Negotiating Church Lane is a road which does not promote going out at night for many people

I would not currently consider cycling as it would be too dangerous

Cycling routes, the ability to safely cycle to Chippenham, footpaths to connect the parish hall to both parts of the village

Decent pathways and cycle ways between the two parts of the village. A safe crossing on the A429. Lower speed limit near school especially at opening and closing times.

The speed on local and main roads should be reduced. Many accidents on and at the village junctions. No safe route for walkers and children between villages.

Widen narrow footpaths with corresponding road improvements rather than wasting money with impractical "improvements" and then restoring to the original configuration

Road safety - reduce current speed limit on A429 from 50mph to 40mph.

Footpaths - construct footpaths to aid pedestrians walking between Stanton, Lower Stanton and Village Hall without having to share road with vehicles.

I think the issues are important but not sure how improvements, other than 20mph limit, could be introduced in LSSQ.

clear speed restrictions on entering village from all directions

Don't try and restrict traffic. Allow for it, and provide for it to move on quickly. No traffic lights please!

No pathway to village hall plan needs to be put in place

Everyone wants people to be safe in the village, footpaths are great for getting into our beautiful countryside, safer cycling would be good for all the cyclists we have coming through the village.

The two junctions onto malmesbury/chippenham road at barracks and near jct 17 need traffic lights at peak periods. Crossing control needed at barracks. Clearer road markings at murco exit onto road by barracks - many drivers do not realise traffic can come from the left

roundabouts or lights to help us get out of the village

as indicated above

We walk and run between the two villages but there are no footpaths. Build footpaths, they can bring villages closer together. Most of us can walk to the village hall from both villages but there are few footpaths

Road safety is really important - the A429 junction is so busy and dangerous...which is why we do not need any more development.

There are many cyclists in the area ( i am a weekend cyclist!) - some cyclists have little regard for

other road users such as cars so cycle routes may help. Some road users have little regard for the cyclists either!...It is nice to cycle along the lanes but for everyone's safety, there could be some improvements...a cycle route towards Malmesbury would be nice.

Road safety is paramount and it seems that collisions on the junctions are regular occurrences. Additional lighting from the M4 to the end of the 50mph zone heading out to Malmesbury may assist and/or a 40mph zone along this route. Currently, the traffic is on 60mph limit to the garage dropping to 50mph and back to 60mph. These limits don't suggest relatively built up areas in the vicinity and complex junctions in regular use.

Traffic is increasing every day and once Dyson staff have moved into Hullavington the traffic will be a massive issue. I hope that WC planners are working to improve the road network and junctions through the village.

The road through the centre of the village could be made wider by using grass areas along the sides. In particular, the pavement from the Bouverie Park up to the school is so narrow in places where it is impossible to push a pram, and it is necessary to walk on the road to avoid garden growth and walls, and avoid dangerous areas on the path itself,. There is a lot of unused grassy area on the other side which could be made into road.

Managing East west movement of people and vehicles is a key component of village life. The main North South road need traffic calming and crossing measures to allow safe movement of people.

The footpath from Bouverie Park towards the school is affected by overhanging foliage from resident's gardens. This should be cut back to the border of the gardens as the path is particularly narrow and often pedestrians have to step into the road in places.

Move the school for the reasons previously explained

Appropriate passing places, and 30mph speed limit implemented.

Provision of parking, maybe even as part of Valetta Gardens development, could provide some parking for the school parents or staff (even if it was just 10 spaces), most don't mind walking a few mins to avoid the normal chaos and congestion around the school.

The first consideration should be reduction of traffic speed on the A429. That is part of the nominated walk-to-school route for children of the village from Lower Stanton, the road is too fast and dangerous to let children near on their own. Lower Stanton villagers also have to cross the A429 to either go to the shop at the garage or to use the bus. Widening of the A road is probably necessary too, modern day traffic is occasionally too wide to negotiate traffic islands safely if people are standing in the middle waiting to cross.

Lower speed limit

Zebra crossing

Mini roundabouts at junctions with A429

Reduce speed limits on country roads

A lower speed limit on A429 or traffic calming of some sort, e.g. pedestrian crossing

Slowing the traffic North South on the main road and safe crossings are critical to developing the parish. I would suggest a roundabout near the garage and a proper pelican crossing or similar of the road

## Appendix 12 – Q15 Do you have any further comments with regard to the Neighbourhood Plan? Text answers

What is it and get it right to avoid the development scenario in Crudwell! No plan and rampant development alongside single carriageway road, houses, at huge prices.

Sadly not all change is positive. Change can be negative and detrimental to those who live with the consequences. This document does not appear to sufficiently recognise this. The greatest danger would be likely to arise from major rather than minor incremental changes which has hitherto appeared to serve this community and local area well.

There must be a thorough scrutiny in relation to Dyson developments/proposals and any Junction 17, Chippenham Gateway proposals. Our area is particularly vulnerable being so close to the M4, and we must not be taken advantage of.

Have concerns about developments at Junction 17 M4

Continued growth in population will assist the school and community

Marked footpaths, encourage people to visit our lovely village. Pub, coffee shop. Play park and village green. More affordable homes needed quickly. Share the sports field with the MoD so we can have a village cricket team

It is very important that we retain a rural village ambience. I don't want it to be another Swindon!

Some of the questions were lacking in clarity and poorly worded - possibly due to the fact it was not specifically developed for this village, but lifted from another survey. At no point was there an opportunity on some of the items to say that something closer to the status quo would be the preferred option. It felt at times as though questions had been asked in such a way as to force a particular kind of answer.

With regard to all aspects of development in the village, the protection of the environment and wildlife should be actively promoted and not limited to a minimal box ticking approach in these matters. Stanton St Quintin churchyard already manages its estate to the advantage of wildlife, but a village wide adoption of a similar policy would have significant benefits.

no

I am pleased that people are taking the time and making the effort to come up with this plan. I do feel that due to such good access to the motorway there will be pressure to have development in the area. There is also the concern regarding what will happen when/if the MOD were to leave.

It is good to be able to gather local opinion. Thank You!

The roads need resurfing. Pot holes need filling. Passing places need making safe, the eroding banks need to be reinstating. Hedges need cutting on a regular basis.

Good luck. SSQ is an historic area and hope that it's rural connections remain intact.

Will welcome any residential development to enhance the two villages and bring more families into the area. Management of the A429 essential as traffic set to increase significantly due to Dyson. A pub for the community to use would be fab.

Some of the questions are closed and could lead to bias in interpretation. Concerned about transparency and how the information will be used. How will the final plan be understood and approved by the wider community. The final plan would be a powerful document and should be owned by the community.

This is the first I have heard about the Neighbourhood Plan. I think the views of this survey should be shared and broader consultation made again.

The council will do what they want and decide regardless of villager's opinions. This sort of survey is paying lip service to the village.

Overall the village should be kept as it is, a small village community. There is no need for increased development such as a shop, pub, small industrial units or further domestic accommodation otherwise the small tidy village becomes a large village or small town which will ultimately attract more and more development. The thought of joining the two villages together is crazy as this will just cause ribbon development and urban sprawl to the detriment of both communities. There is a local shop in the garage and a W H Smith and M&S Food in the Leigh Delamere motorway services, both within easy reach. When you choose where to live you decide what is important to you as an individual. I choose to live in a small and quiet village. If I wanted more than this then I would be looking to move to a larger village or town that offered the facilities that I wanted.

Overall the village should be kept as it is, a small village community. There is no need for increased development such as a shop, pub, small industrial units or further domestic accommodation otherwise the small tidy village becomes a large village or small town which will ultimately attract more and more development. The thought of joining the two villages together is crazy as this will just cause ribbon development and urban sprawl to the detriment of both communities. There is a local shop in the garage and a W H Smith and M&S Food in the Leigh Delamere motorway services, both within easy reach. When you choose where to live you decide what is important to you as an individual. I choose to live in a small and quiet village. If I wanted more than this then I would be looking to move to a larger village or town that offered the facilities that I wanted.

For villages to prosper they need to grow but this needs to be tightly managed else they will no longer survive as villages, and no one wants mass unmanaged building by developers who only look at the profit return.

Building more housing outside the boundary of the villages apart from between the two. Also a green belt between J17

If the Stantons wish to become anything other than 2 geographically split commuter villages with little cohesion and few facilities then they need to expand. The school is probably only just viable in its current form. This expansion must retain the essential rural character of the existing villages. Significant expansion could occur on the Buckley Barracks sites once closed by the MoD but must include community facilities such as play areas and parks, cafe, shop etc. and could also include a small business park. If we want facilities then we need the people to use them.

Please get a library van!!!!

At Dyson's Estate managers presentation in September 2017 oblique reference was made to their on going discussions with WCC regarding a strategic 'master plan' governing their long term developments at Hullavington possibly involving the creation of several thousand jobs. I question how much influence our SSQ development plan will carry once these WCC / Dyson plans are announced.

It's a useful tool, but we need fuller engagement from the community and the MOD.

Without allowing them to dominate proceedings and override the hopes and aspirations of the current residents, it seems important to me that the potential "elephants in the room" - ie Dysons, the MoD, the people developing the site just to the south of Junction 17 - must somehow be included in the planning discussions, since decisions they take for commercial or public policy reasons could overwhelm any plans which the people of SSQ might have.

I want the neighbourhood plan to address not just residential housing but industrial development as well.

AS OUR VILLAGE CEMETERY IS NOW CLOSED, WE DESPERATELY NEED A NEW CEMETERY AND WOULD HOPE LOCAL LANDOWNERS MIGHT MAKE LAND AVAILABLE.

Shops-bring in more shops that fit with the feel of the village, the way to do this is expanding the village, getting the shops here, and staying here as they will have the population they need to stay

afloat, I have no doubt they would be well used, however expansion must be controlled in order to keep rural feel, and shops must also keep with this.

Note by shops all the way through I include services such as a pub, not just a village shop, I would also avoid chains, as this would not fit with the village and its rural roots.

Development of business/ commercial properties on our side of J17.

A one-off opportunity to make a massive difference for SSQ over the next 10-15 years and beyond. Let's make sure we take it!

Improved infrastructure must accompany expansion

The questions seem somewhat vague and we would really welcome the opportunity to comment on a draft plan.

Welcome the opportunity to have a say in the future development of the village

no but this is a great idea

we need to be clear about the outlying edges of the village and where the curtilage of the village lies to prevent creep into the countryside. There are many little parcels of land that have changed hands over the years and are now ripe to be sold off and developed and this is sporadic, and without reference to the overall feel of the village and neighbours. in the surge to create housing, these little plots do not provide affordable housing or any community benefit but are often filled with unsuitable and large buildings not in keeping with the village and benefitting and outside the village developer. I would hope the NP helps guard against that by being clear about what can be built and where, and that it must be in support of the village needs and requirements.

No

The plan should not be a great wish list. If you really look at what people want they are not looking for expansion. The way this is being worded it almost drives people to say they want it.

Yes, I think we have to do all we can to preserve our village. I am very concerned about Dyson developments, associated traffic, potential housing and development of Junction 17. Traffic is already an issue on the A429, the noise from the motorway is bad enough...it is all becoming enough to make me want to move...which I don't want to do. We have a lovely village, with great people and a nice sense of community which is rare nowadays - I understand that things do develop but I would hate to see change which impacts our community in a negative way.

The neighbourhood plan needs to look forwards and see how we will live in 20 years time - how we will shop, travel, work and live etc. Also - there is more emphasis on Stanton St Quintin as a village which in effect doesn't exist. Perhaps there needs to be consideration of SSQ as a village rather than the lower and upper SSQ villages.

It's a good thing to develop the plan and everyone should be involved.

Thank you for your hard work.

The village needs young families if we are to keep a thriving village school.

The boundaries of the villages should be reinstated and development within the boundaries should be limited to some infill/ Development beyond the village boundary apart from the area between the two components of the village should be prohibited.

I applaud the efforts of all those involved, and look forward to its success in controlling development in the village and surrounding areas.

I would like to see better consultation, the last was heavily weighted with the over 50's. The village should be given a vote on the acceptability of the plan before it is published.

No