

APPENDIX 4 – Comments Arising from the PPAG Meeting and Town Centre Walkabout April 16th

Comment/Suggestion	Response
Strengthen reference to the Boniface Trail in document	Text will be strengthened stressing the importance of the link to give the project more “profile”.
Bus service from town to station	This is commercially challenging as the previous Tesco bus service proved non-viable. It is nonetheless desirable and would accord with one of the masterplan themes of helping connect the station with the town. However more likely to be successfully pursued in discussions outside of the masterplan with the Highway Authority and potential commercial operators.
More emphasis on the station as a multi-modal transport hub	Extra text to help emphasise the hub potential.
Open up the church car park for wider public use	The Clerk to the Church Governors has been approached on this matter but the Church have said that are not prepared to make any of the land available for public car parking.
Secure access to Newcombes Meadow from above car park	Not relevant if parking not publicly available.
Make more of the history of the town and help to improve the accommodation offer for visitors.	The text of the plan has been strengthened to reflect the unmet potential for tourism but better accommodation for visitors and marketing is better dealt with outside of a of a land use plan such as this.
Replacement seating at the Market Place	This will be specifically referenced under the Market Square “sub project” in the plan.
Parking at Newcombes Meadow accessed via reversed one-way Church Lane	Officers have considered this in some but it is not a proposal we would support. DCC does not support a reversed one way system and there are significant concerns from a conservation perspective. The parkland and mature boundary planting is considered to make a positive contribution to the conservation area and its loss for parking would be harmful. The effective widening of the road would

	<p>also be at odds with the narrow and enclosed nature of the lane which is currently very attractive and locally characteristic. The creation of additional parking often introduces other impacts closely associated to this use including environmental impacts such as noise and disturbance and these could be considered to be harmful to the setting of the Grade I listed Church.</p>
<p>Tree Planting on High Street</p>	<p>Tree planting will, form a component of the High Street project already identified which will be subject to further development and consultation, but in the meantime officers are identifying opportunities for tree planting within the town which do not result in the loss of car parking.</p>
<p>Consolidation of loading bays to create additional car parking</p>	<p>DCC has been consulted about this idea and it is not something they would support. Many businesses along the High Street complain that the TRO for the Loading Bays is regularly ignored on leading to double parking and consequent safety issues.</p>
<p>More imaginative approach to St. Lawrence's' Green</p>	<p>DCC has stated that they do not consider that a roundabout (primarily proposed as a means of slowing traffic speeds) is necessary and no alternative proposals have been submitted during the consultation process. The quality of the trees (in particular) and landscaping is very good and the proposals for enhanced planting and further seating will build on these strengths. The site has also been identified as a site for a potential gateway feature which could be an opportunity to include the local arts based community in developing the project.</p>