Swindon Borough Council

Planning Committee

Tuesday, 9 June 2020

In Public Virtual Meeting – LiveStream

At 6.00 p.m.

Conservative Councillors	**Labour Councillors**	**Liberal Democrat Councillors**
Timothy Swinyard (Chair)	*John Ballman*	*Stan Pajak*
Alan Bishop	*Paul Dixon*	*Andy Spry (Deputy)*
Nick Burns-Howell	*Steph Exell*	
Malcolm Davies	*James Robbins*	
Jenny Jefferies	*Carol Shelley*	
Nick Martin	*Peter Watts*	
Vera Tomlinson	*Junab Ali (Deputy)*	
Steve Heyes (Deputy)	*Claire Crilly (Deputy)*	
Oladapo Ibitoye (Deputy)	*Jane Milner-Barry (Deputy)*	
Vinay Manro (Deputy)		
Caryl Sydney-Smith (Deputy)		

Committee Officer: Shaun Banks (Telephone 07980 752047)
email:sbanks@swindon.gov.uk

Swindon Borough Council can be contacted at the Civic Offices, Euclid Street, Swindon, SN1 2JH (Telephone 01793 445500)

Access Arrangements - The venue is wheelchair accessible and an infrared receiver hearing system is provided. If you have any special requirements to enable you to attend the meeting or would like to receive any of the pages contained in this agenda in a larger print size, please contact the Committee Officer as soon as possible prior to the date of the meeting.

AGENDA

NOTE:

The Committee will consider both written and virtual representations in respect of the Planning Applications to be considered. If you wish to make representations at this meeting you need to register with the Committee Officer by 12:00 noon on the day prior to the meeting. Further details
are available from the Committee Officer.

To view this meeting please click here (you do not need to log it or have a Microsoft account):

https://teams.microsoft.com/dl/launcher/launcher.html?url=%2f_%23%2fl%2fmeetup-join%2f19%3ameeting_OWU2MmQzMTctNGViNi00M2EyLTk3ZjQtMDE5ZjQ3MGQ2YmZj%40thread.v2%2f0%3fcontext%3d%257b%2522Tid%2522%253a%2522c14bbb5a-1d56-4698-b344-1b99964f6878%2522%252c%2522Oid%2522%253a%2522d985136a-0d28-40f4-99e5-3af0395a5da1%2522%252c%2522IsBroadcastMeeting%2522%253atrue%257d%26anon%3dtrue&type=meetup-join&deeplinkId=366d5ff0-ceb7-47dc-a88f-1440fe119c5b&directDl=true&msLaunch=true&enableMobilePage=true&suppressPrompt=true&promptSuccess=true

This link will only work from 6pm on 9th June 2020. For help on viewing the meeting, please visit: https://support.office.com/en-us/article/Attend-a-live-event-in-Teams-a1c7b989-ebb1-4479-b750-c86c9bc98d84.

1. **Apologies for Absence**

2. **Declarations of Interest**
   Members are reminded that at the start of the meeting they should declare any known interests in any matter to be considered, and also during the meeting if it becomes apparent that they have an interest in the matters being discussed.

3. **Public Question Time**
   See explanatory note below. Please phone the Committee Officer whose name and number appears at the top of this agenda if you need further guidance.

4. **Determination of Planning and Related Applications** (Pages 5 - 8)

5. **S/OUT/19/0582 - Outline Planning Application (means of access off Wanborough Road not reserved) for demolition and/or conversion of existing buildings and redevelopment to provide up to 2,500 homes (Use Class C3); up to 1,780 sqm of community/retail uses (Use Class D1/D2/A1/A3/A4); up to 2,500 sqm of employment use (Use Class B1); sports hub; playing pitches; 2no. 2 Form Entry primary schools; green infrastructure; indicative primary access road corridors to A420; improvements to Wanborough Road and associated works (Ward: Ridgeway) (HPRS&H)** (Pages 9 - 156)

6. **S/19/1891 - Erection of storage or distribution building (use class B8), ancillary buildings, offices, landscaping, vehicular parking, bus depot, creation of 2no. passenger vehicle accesses and associated works, Symmetry Park (Phase 6), Shrivenham Road, South Marston (Ward: St Margaret and South Marston) (HPRS&H)** (Pages 157 - 204)

7. **S/HOU/19/1691/SASM - Erection of viewing platform (for the existing manege), lean -to equipment shed, muck out bays and gravel driveway to link to the previously approved access, Hannington Hall, Queens Road, Hannington (Ward: Blunsdon and Highworth) (HPRS&H)** (Pages 205 - 228)

Key: (HPRS&H) – Head of Planning, Regulatory Services and Heritage

Date of Despatch: 04 June 2020

Public Question Time - Swindon Borough Council remains committed to increasing its accountability to the public and to promoting active citizenship. 15 minutes will be allowed at

the start of all Council meetings for questions to the Chair from the public about the work of the Committee (except for confidential matters, and matters relating to planning and licensing applications). We will give priority to those who submit questions in writing at least two days before the meeting. Questions must be relevant, clear, and concise. You may not use Public Question Time as an opportunity to make speeches or statements.

Questions in writing should be sent to the Committee Officer whose contact details appear on the agenda above or to the Chief Legal Officer, we will publish it, along with the answer, alongside the Minutes. The process associated with asking a public question is set out in the "Public Question Time at Council Meetings Protocol and Guidance" available on the Council's Website.
(http://ww5.swindon.gov.uk/moderngov/ecCatDisplay.aspx?sch=doc&cat=13338&path=0) or from the Committee Officer named above.
A privacy note about how we record Public Questions is available here:
https://www.swindon.gov.uk/directory_record/23533/publication_of_public_questions_and_questioners_privacy_notice

WELCOME TO THE PLANNING COMMITTEE OF SWINDON BOROUGH COUNCIL

NEW GUIDELINES - PLEASE READ

IF YOU HAVE COME TO SPEAK ABOUT AN APPLICATION THAT INTERESTS YOU PLEASE READ THE FOLLOWING GUIDELINES. THEY EXPLAIN HOW THE COMMITTEE DEALS WITH EACH ITEM. THESE GUIDELINES ONLY APPLY TO APPLICATIONS LISTED ON THE MAIN SCHEDULE IN THE AGENDA

1. **THE COMMITTEE CHAIR CALLS THE ITEM**

2. **PLANNING OFFICER PRESENTS THE APPLICATION**

3. **WARD COUNCILLORS MAY SPEAK**

4. **APPLICANTS AND/OR AGENT (5 MINUTES MAXIMUM IN TOTAL) WHO HAVE NOTIFIED THEIR INTENTION TO SPEAK ON THE ITEM TO THE COMMITTEE CLERK BY 12 NOON THE DAY BEFORE THE MEETING.**

5. **PUBLIC SPEAKERS - WHO HAVE NOTIFIED THEIR INTENTION TO SPEAK ON THE ITEM TO THE COMMITTEE CLERK BY 12 NOON THE DAY BEFORE THE MEETING.**

   (MAXIMUM 5 MINUTES EACH UP TO 2 SPEAKERS, IF MORE THAN 2 THEN MAXIMUM 10 MINUTES TOTAL SPEAKING TIME FOR ALL SPEAKERS)

6. **PARISH COUNCIL REPRESENTATIVES (MAXIMUM OF 5 MINUTES) - WHO HAVE NOTIFIED THEIR INTENTION TO SPEAK ON THE ITEM TO THE COMMITTEE CLERK BY 12 NOON THE DAY BEFORE THE MEETING.**

7. **COUNCILLORS WHO HAVE DECLARED PERSONAL OR PREJUDICIAL INTERESTS MAY SPEAK**

8. **MEMBER ONLY DISCUSSION, INCLUDING ANY FURTHER QUESTIONS TO OFFICERS OR ANYONE ELSE WHO HAS SPOKEN**

9. **A PLANNING OFFICER WILL CLOSE THE ITEM BY COMMENTING ON ISSUES RAISED BY MEMBERS**

10. **VOTE**

11. **CHAIR BRIEFLY EXPLAINS DECISION IF NECESSARY**

12. **NEXT BUSINESS**

THE 10 MINUTE MAXIMUM PUBLIC SPEAKING PERIOD WILL BE YOUR ONLY OPPORTUNITY TO SPEAK, UNLESS MEMBERS OF THE COMMITTEE WISH TO ASK YOU QUESTIONS UNDER GUIDELINE 7.

SPEAKERS WHO MERELY REPEAT POINTS ALREADY MADE BY OTHERS MAY BE ASKED TO STAND DOWN.

IF THERE IS MORE THAN ONE PERSON WISHING TO ADDRESS THE COMMITTEE EITHER AS AN OBJECTOR OR SUPPORTER, THEY ARE EXPECTED TO NOMINATE A REPRESENTATIVE FROM THE SPEAKERS LISTED TO REPRESENT THEIR COLLECTIVE VIEWS.

THE CHAIR AND THE COMMITTEE HAVE THE DISCRETION TO DEPART FROM THESE GUIDELINES, BUT WILL IN MOST CASES EXPECT ALL PARTIES TO ABIDE BY THEM.

Determination of Planning and related Applications

Planning Committee **Date: 9th June 2020**

Author:	Head of Planning, Regulatory Services and Heritage
Wards:	All Wards
Parishes Affected:	All Parish Area

1. Purpose and Reasons

1.1 To determine the planning and related applications in the Committee reports that follow this report in the Committee Agenda, as may be amended by an additional information sheet circulated before the meeting

2. Recommendations

The Committee is recommended to:

2.1.1 determine the applications set out in the Committee agenda in accordance with the recommendations set out in the reports, including, where relevant, the additional information.

3. Alternative Options

3.1 The Committee could choose not to determine the Planning applications

4. Implications, Diversity Impact Assessment and Risk Management

Financial and Procurement Implications

4.1 There would be financial implications if, following a refusal to grant planning permission or the grant of conditional permission, costs are awarded against the Council on appeal. However, this would only happen if the Council was adjudged to have acted unreasonably

Legal and Human Rights Implications

4.2 There are no staffing implications. No comments have been received from relevant trade unions, unless specified in the attached schedule.

4.3 Human Rights considerations have been taken into account in compiling the reports. It is considered that the recommendations of the reports are compatible with Convention rights and that in accordance with the principle of proportionality any interference with the Convention rights of individuals is justified by the overall benefit to the community.

5. Appendices

5.1 Appendix 1 - Documents which may be relied on in the preparation of the application reports

Further information on the subject of this report can be obtained from Shaun Banks, (07980752047) sbanks@swindon.gov.uk.

5.2 Planning and related applications reported to this Committee for the first time.

APPENDIX 1

DOCUMENTS WHICH MAY BE RELIED ON IN THE PREPARATION OF THE APPLICATION REPORTS

1. The approved Development Plan, consisting of

   Swindon Borough Local Plan 2026, (2015), and the Swindon Borough Local Plan 2026 Policies Map (2015)

   Wiltshire and Swindon Minerals Core Strategy, (2009)

   Wiltshire and Swindon Minerals Development Control Policies DPD (2009)

   Wiltshire and Swindon Aggregate Minerals Site Allocations Local Plan, (2013)

   Wiltshire and Swindon Waste Core Strategy, (2009)

   Wiltshire and Swindon Waste Development Control Policies DPD, (2009)

   Wiltshire and Swindon Waste Site Allocations Local Plan, (2013)

   Swindon Central Area Action Plan, (2009)

   Wroughton Neighbourhood Plan (2016): for applications in Wroughton Parish

   Highworth Neighbourhood Plan (2017): for applications in Highworth Parish

   South Marston Neighbourhood Plan (2017) for applications in South Marston Parish

   Hannington Neighbourhood Plan (2018) for applications in Hannington

2. Adopted Supplementary Planning Guidance Notes, Supplementary Planning Documents and Development Control Guidance Notes

3. The National Planning Policy Framework, (2018); and policy statements, guidance and DCLG circulars that support the National Planning Policy Framework

4. Ministerial Statements and other guidance material to the consideration of applications

5. Relevant appeal decisions and case law

6. Relevant planning history, case files and related correspondence including the views of statutory consultees

7. Any emerging relevant Development Plan Documents

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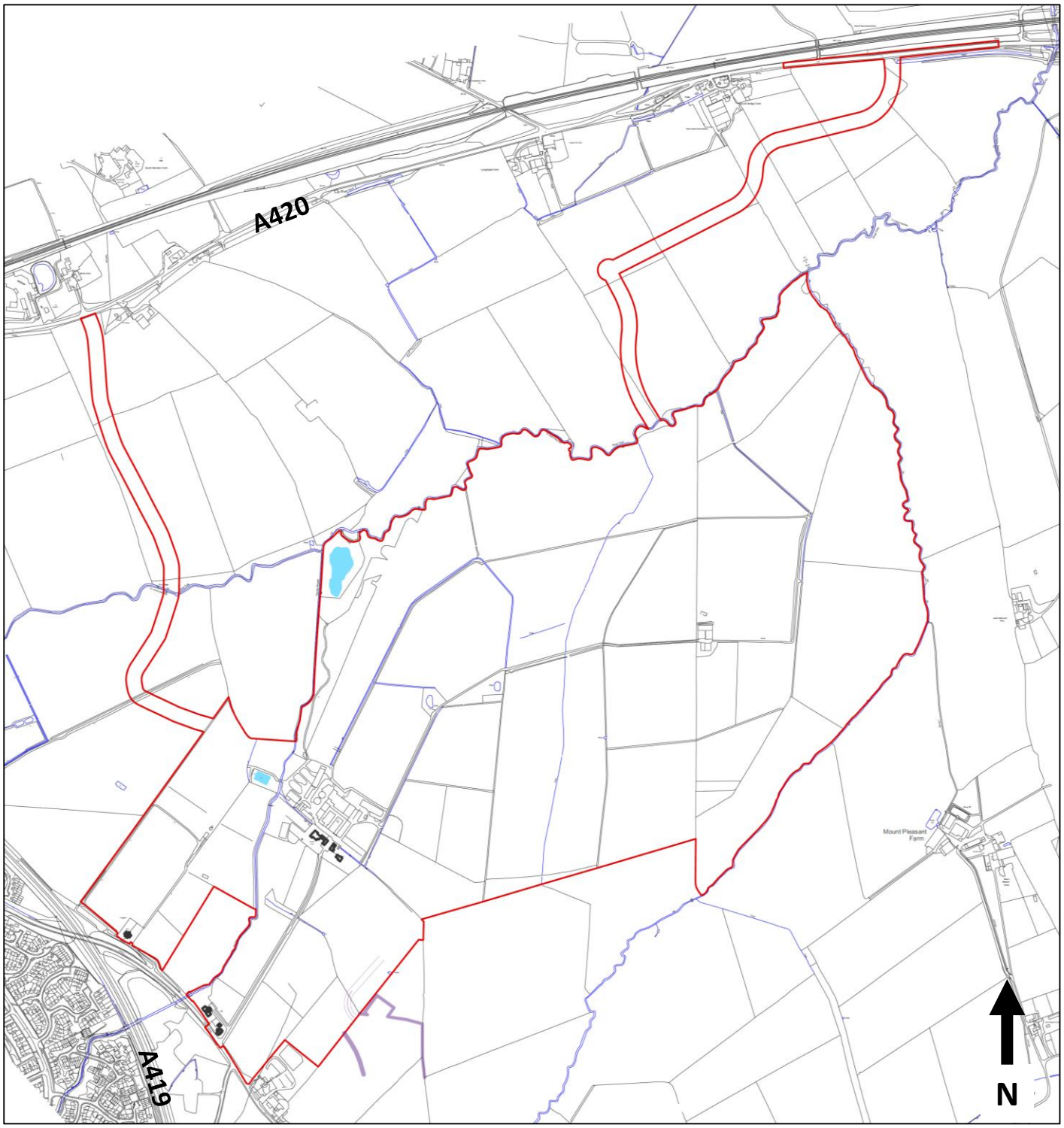
Application Number: S/OUT/19/0582

Proposal: Outline Planning Application (means of access off Wanborough Road not reserved) for demolition and/or conversion of existing buildings and redevelopment to provide up to 2,500 homes (Use Class C3); up to 1,780 sqm of community/retail uses (Use Class D1/D2/A1/A3/A4); up to 2,500 sqm of employment use (Use Class B1); sports hub; playing pitches; 2no. 2 Form Entry primary schools; green infrastructure; indicative primary access road corridors to A420; improvements to Wanborough Road and associated works.

Location: Lotmead Site New Eastern Villages Wanborough Swindon



This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.

In all cases reference should be made to the submitted plans.

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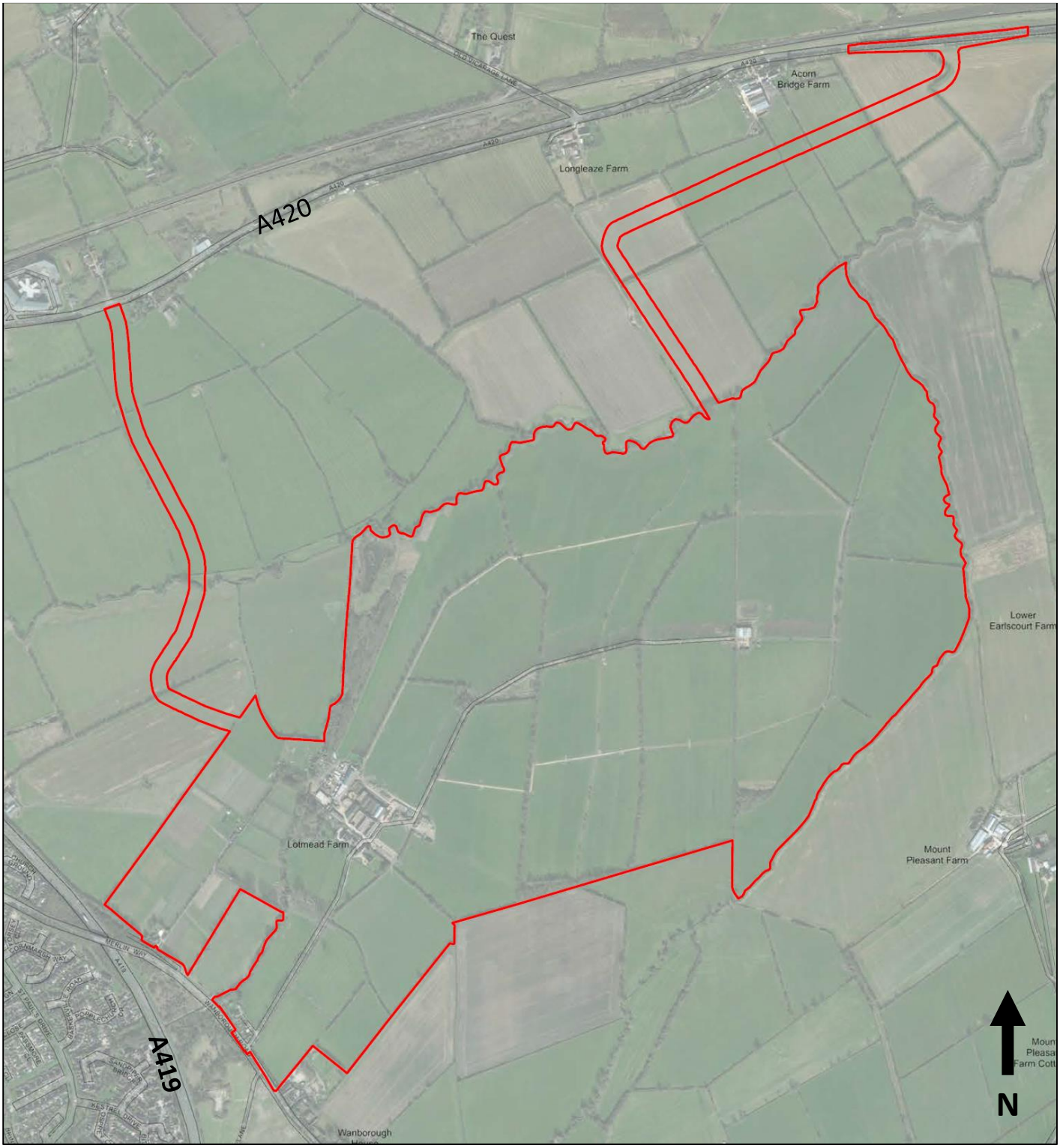

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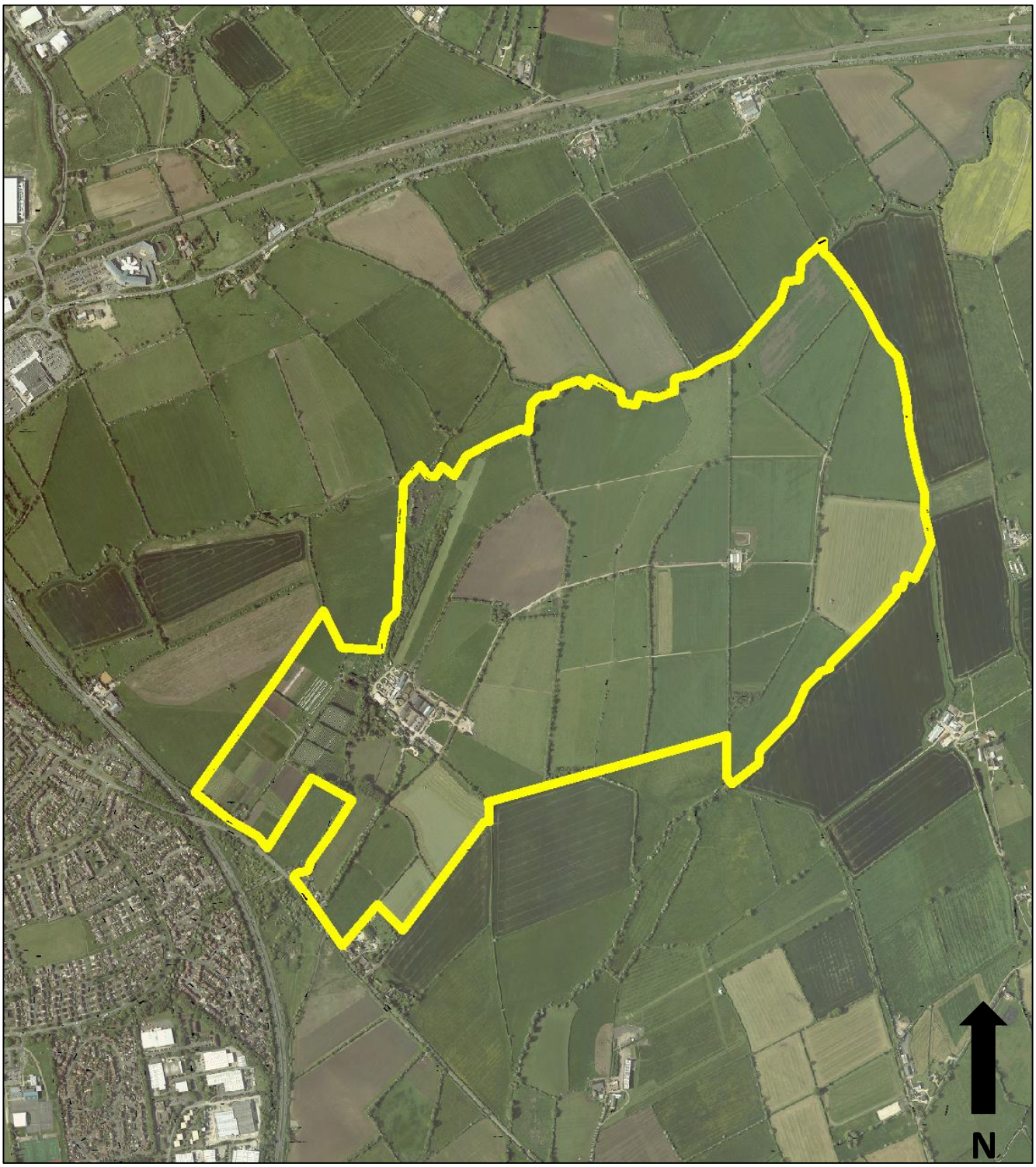

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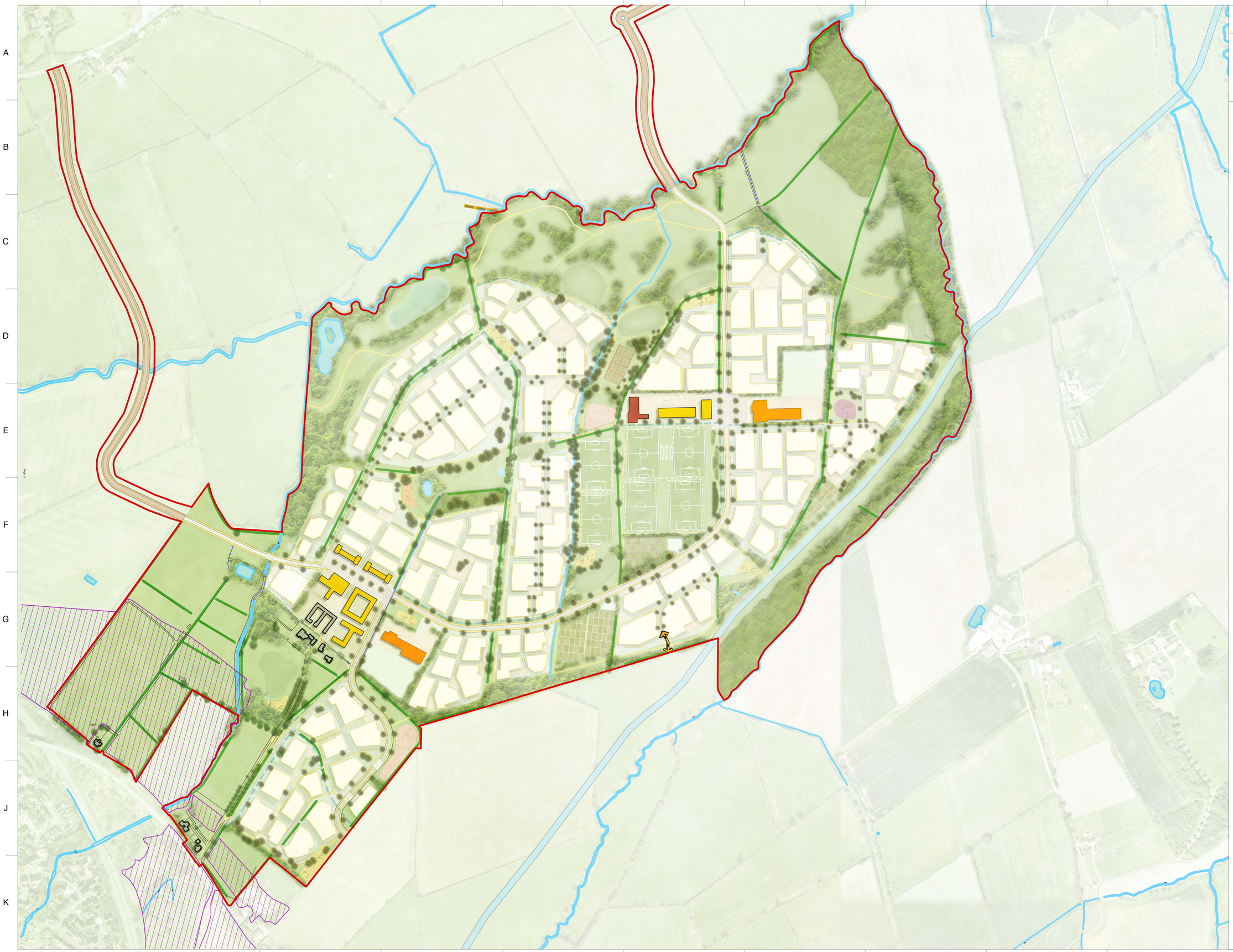

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NOTE:

1. Do not scale from this drawing.
   Always work to noted dimensions.
2. All dimensions are in millimetres unless otherwise stated.
3. All setting out, levels and dimensions to be agreed on site.
4. The dimensions of all materials must be checked on site before being laid out.
5. This drawing must be read with the relevant specification clauses and detail drawings.
6. Order of construction and setting out to be agreed on site.

KEY

- Site Boundary
- Buildings to be Retained
- Residential Development
- Primary School
- Local Centre
- Sports Pavilion
- Community Allotments
- Play Space (LEAP)
- Play Space (NEAP)
- Play (combined NEAP / LEAP)
- Play (LEAP with ecological enhancements in buffer zone)
- Sports Pitches
- Outdoor Sports Facilities
- Pedestrian/Cycle Links
- Existing Trees/Hedgerows Retained
- Proposed Trees
- Indicative Planting
- Road Infrastructure
- Land safeguarded for Tertiary Drainage Feature
- Canal Alignment (to be delivered by third party
- Scheduled Ancient Monument (SAM)
- Secondary Drainage Feature
- Existing Watercourse
- Proposed Woodland
  Total Area = 17.14 Ha
- Bridges to Great Stall East (to ensure aspirations of the NEV Bridge Vision SPD and Nev Masterplan can be met)
- Road Link to Redlands (to ensure aspirations of the NEV Bridge Vision SPD and NEV Masterplan can be realised)
- Recreational Lake (to ensure aspirations of GI SPD can be met)
- Vehicular Route to be delivered by third parties

Issue	Date	Status	Drawn	Apprvd.
S4	06.08.19	Planning	CJ	LF
S4	17.07.19	Planning	EO	LF
S4	12.07.19	Planning	EO	LF
S4	28.03.19	Planning	JTO	AR

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LONDON
18 Bowling Green Lane
London
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T: 0207 253 5678

Client Ainscough Strategic Land

Project PL1461.1 Lotmead Villages East Swindon

Drg Title Illustrative Masterplan

Created on	Created by	Approved by
17.01.19	LF	AR

Scale	Size	Status
1:5000	A2	Planning

Drg No. PL1461.1-PLA-00-XX-DR-U-0002-S4

Issue P02

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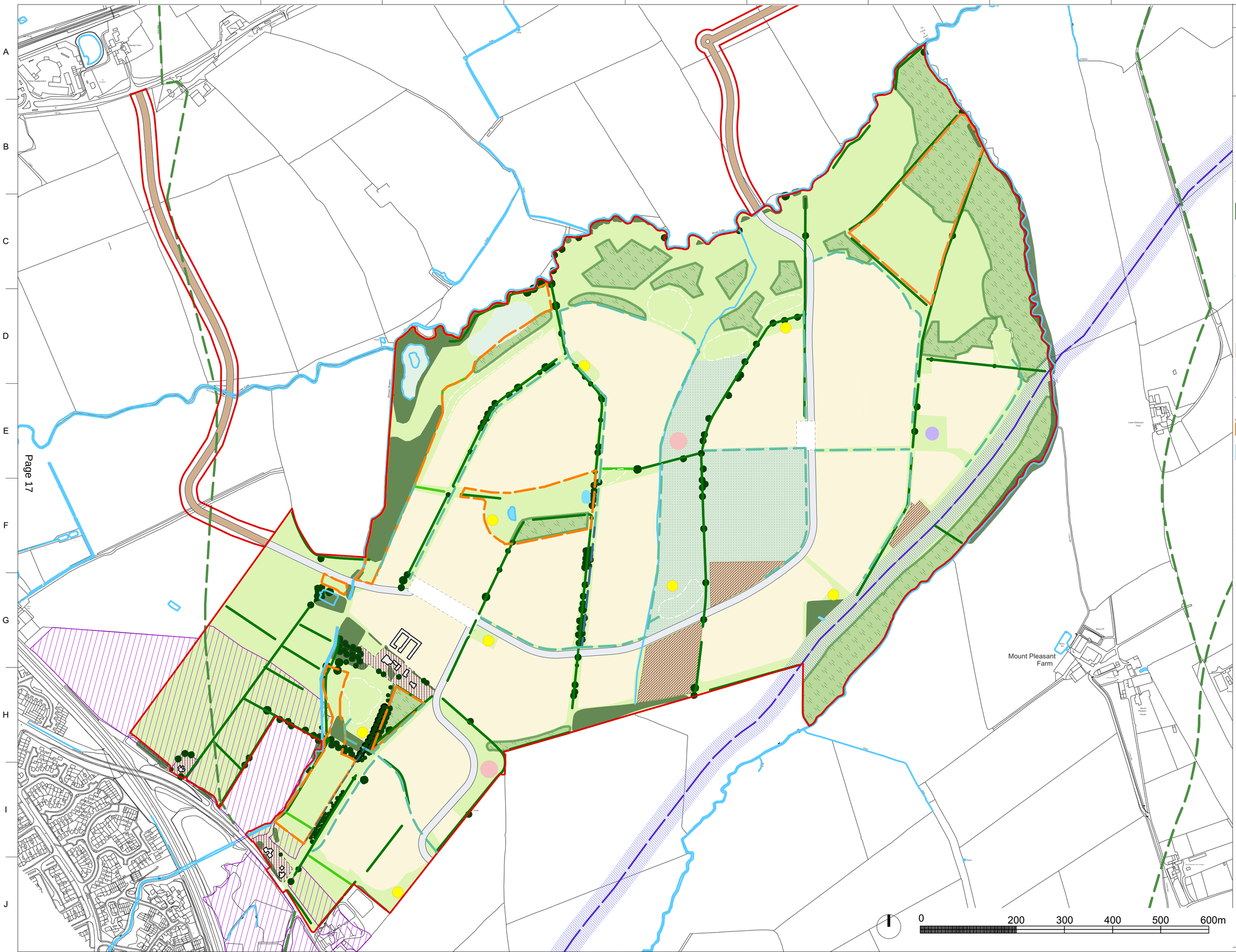

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NOTE:

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5. This drawing must be read with the relevant specification clauses and detail drawings.
6. Order of construction and setting out to be agreed on site.

KEY

- Green Space - 62.29 ha
  includes: retained green spaces and habitats, new biodiversity zones, open space and general recreation and play areas, grassland, structural planting and SUDS
- Existing Vegetation
  includes: woodland, hedgerows and trees
- Proposed Woodland - 17.14 ha
  includes: woodland, hedgerows and trees
- Sports Hub - 9.74 ha
  includes: playing pitches (7.4 ha) and additional formal sports facilities (0.4 ha)
- Proposed Secondary Drainage Feature
- Land Safeguarded for Tertiary Drainage Feature
- Recreational Lakes
- Allotments - 2.59 ha
- Scheduled Monument
- Safeguarded Canal Alignment
  includes 50m buffer zone and canal to be delived by third party
- Biodiversity Zones - 15.4 ha
- Existing Waterbodies
  includes streams, ponds and drainage ditches
- Vehicular route to be delivered by third parties
- Existing Plot to be retained
- Pedestrian Priority Zone

Safeguarded Play Space

- Neighbourhood Equipped Area for Play (NEAP) - indicative location
- Neighbourhood/ Locally Equipped Area for Play (NLEAP) - indicative location
- Locally Equipped Area for Play (LEAP) - indicative location

Overall Green Infrastructure Quantum
91.76 ha

Issue	Date	Status	Drawn	Apprvd.
P02	28.03.19	Planning	CJ	AR
P01	28.03.19	Planning	CJ	

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T: 0207 253 5678

Client	Ainscough Strategic Land
Project	PL1461.1 East Swindon Lotmead Villages
Drg Title	Parameter Plan Green Infrastructure

Created on	Created by	Approved by
28.03.19	CJ	AR

Scale	Size	Status
1:5000	A2	Planning

Drg No.	Suitability	Revision
PL1461.1-PLA-00-XX-DR-U-0005	S4	P02

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ACHIEVABLE VISIBILITY = 150M
IN EACH DIRECTION

EXISTING SPEED
LIMIT OF 30MPH

EXISTING FOOTWAY
EXTENDS OVER THE A419

3m WIDE FOOTWAY
/ CYCLEWAY

OVER-RUN AREA FOR
LARGE VEHICLES

6.0m

7.4m

R10.0m

R8.0m

POTENTIAL LOCATION
OF UNCONTROLLED
PEDESTRIAN CROSSING

BOUNDARY TREATMENT OF
LOTMEAD COTTAGES TO BE
ADDRESSED AT DETAILED DESIGN
STAGE AND WILL TAKE INTO
ACCOUNT POLICY DE1

JUNCTION VISIBILITY
2.4m X 43m IN LINE
WITH MANUAL FOR
STREETS PRINCIPLES
FOR 30 MPH

LIMIT OF EXISTING
FOOTWAY

2.4m X 43m JUNCTION VISIBILITY.
(MAINTENANCE OF EXISTING
HEDGE ROWS TO BE
UNDERTAKEN WITHIN VISIBILITY
EXTENTS AS PART OF WORKS
ASSUMING AN X DISTANCE OF
2.4m TO MINIMISE FUTURE
MAINTENANCE REQUIREMENTS)

JUNCTION VISIBILITY
2.4m X 59m IN LINE
WITH MANUAL FOR
STREETS PRINCIPLES
for 37MPH

PRIVATE ACCESS (GATED)

WANBOROUGH ROAD

Lotmead
Cottages

Stay

Grass

Tarmac

Hedge ht 1.8m

PIW Fence ht 1m

PIR Fence ht 1.8m

Dense Trees & Vegetation

Pillar

Tp

MG2

MG5

Gmkr

Post

Sign

Ep

Bo

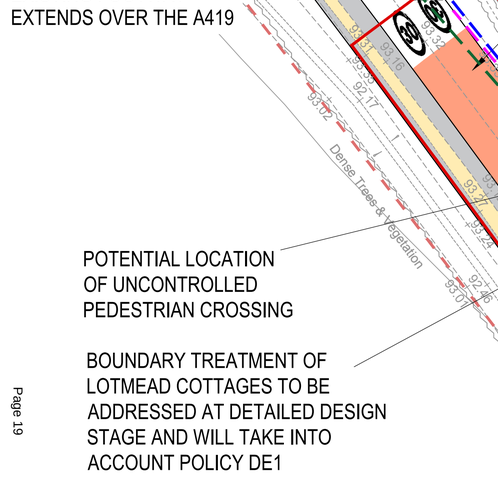
Cl

Pl

Sp

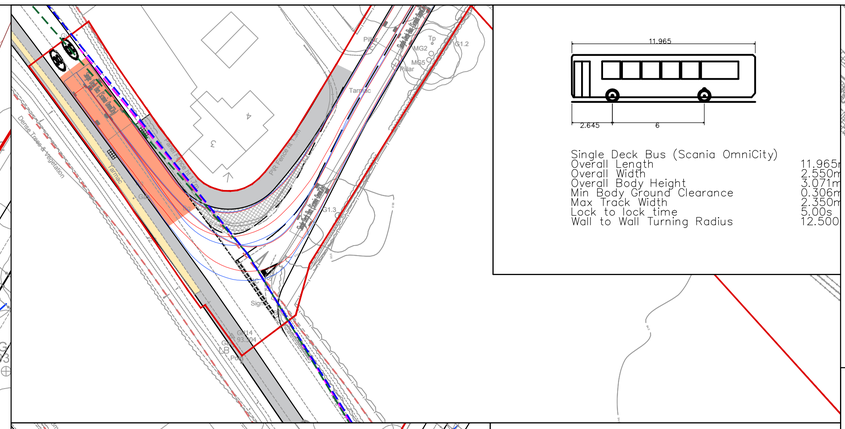
Grass

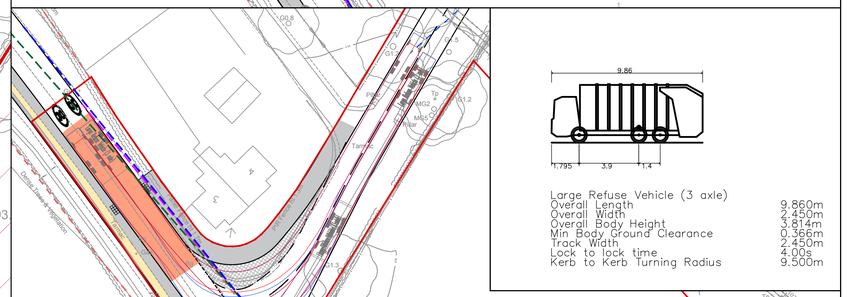
Tarmac

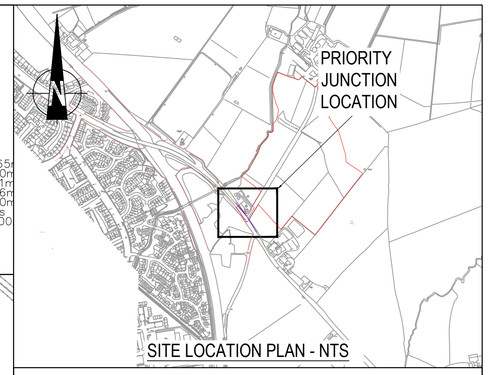


NJUG UTILITY POSITIONING DETAIL (2.0m WIDE FOOTWAY)
Scale: 1:25 @ A2

0.0m 0.0m 10.0m 20.0m







SITE LOCATION PLAN - NTS

NOTES:-

- THIS DRAWING SHOWS THE POTENTIAL ACCESS FOR A DEVELOPMENT OF 200 UNITS.
- EXISTING JUNCTION RADII IS APPROXIMATELY 4-4.5m. THIS WILL NEED TO BE INCREASED TO A 8m RADII IN LINE WITH JUNCTION RADII IN THE AREA. MANUAL FOR STREETS RECOMMENDS A MINIMUM OF 6m, HOWEVER THE 8m RADII WILL ALLOW LARGER VEHICLES TO BE ACCOMMODATED.
- WHILST A PRIORITY ACCESS COULD BE PROVIDED ANYWHERE ALONG THE SITE FRONTAGE CONSTRUCTING AN ACCESS WITHIN THE ZONE OF THE SCHEDULED ANCIENT MONUMENT MAY NECESSITATE SPECIAL CONSTRUCTION MEASURES OR AN ARCHAEOLOGICAL WATCHING BRIEF AS PART OF THIS WORK. UPGRADING THE EXISTING ACCESS IS THEREFORE CONSIDERED TO HAVE LESS OF AN IMPACT IN THIS AREA THAN PROVIDING A NEW ACCESS LOCATION.
- SIGNAGE AND ROAD MARKINGS IN THE VICINITY OF THE JUNCTION WILL NEED TO BE ENHANCED TO IMPROVE AWARENESS THAT THE SPEED LIMIT IS 30mph. FURTHER CONSIDERATION FOR THIS WILL BE MADE AT THE DETAILED DESIGN STAGE.
- THE JUNCTION HAS BEEN DESIGNED IN ACCORDANCE WITH MANUAL FOR STREETS AND MANUAL FOR STREETS 2 PRINCIPLES. THE EXISTING SPEED LIMIT ON WANSBOROUGH ROAD IS 30MPH. MANUAL FOR STREETS DESIGN STANDARDS REQUIRED THE FOLLOWING VISIBILITY REQUIREMENTS:
  - JUNCTION VISIBILITY ENVELOPE X = 2.4m Y = 43m
  - VISIBILITY ON APPROACH TO THE JUNCTION = 1.5 X SSD OF = 43m. THIS HAS NOT BEEN IDENTIFIED ON THE DRAWING, BUT IS ACHIEVABLE.

KEY:-

- SITE BOUNDARY
- HIGHWAY BOUNDARY
- EXISTING FOOTWAY
- PROPOSED FOOTWAY
- SCHEDULED ANCIENT MONUMENT

Mark	Revision	Drawn	Date	Chkd
L	37MPH VISIBILITY INCLUDED	JC	14/08/19	DH
K	VISIBILITY AND NOTES UPDATED	JC	26/03/19	DH
J	ACCESS ROAD ALIGNMENT UPDATED	JC	01/03/17	DH
I	FOOTWAY WIDENED	JC	14/12/16	DH
H	ADDED NEW SITE BOUNDARY	JC	19.03.15	CF
G	AMENDED CARRIAGEWAY WIDTH	HS	28.01.15	EGS
F	1.0m CLEARANCE GIVEN TO NORTHERN SAM BOUDARY	AJC	10.09.14	MD
E	SITE ACCESS ROAD AMENDED	AJC	04.09.14	MD
D	UPDATED TO ADDRESS SBC COMMENTS	AJC	22.08.14	MD
C	SCHEDULED ANCIENT MONUMENT ADDED	JB	11.06.14	SLL
B	CARRIAGEWAY WIDENED TO 6.1m	JB	21.01.14	MD
A	ACCESS ALIGNMENT UPDATED	JB	01.11.13	MD

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status

INFORMATION

LOTMEAD FARM VILLAGES, SWINDON
ACCESS PROPOSALS
PLANNING SUBMISSION COPY

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Lotmead Farm - Extract from Strategic Design Code

Regulatory Plan

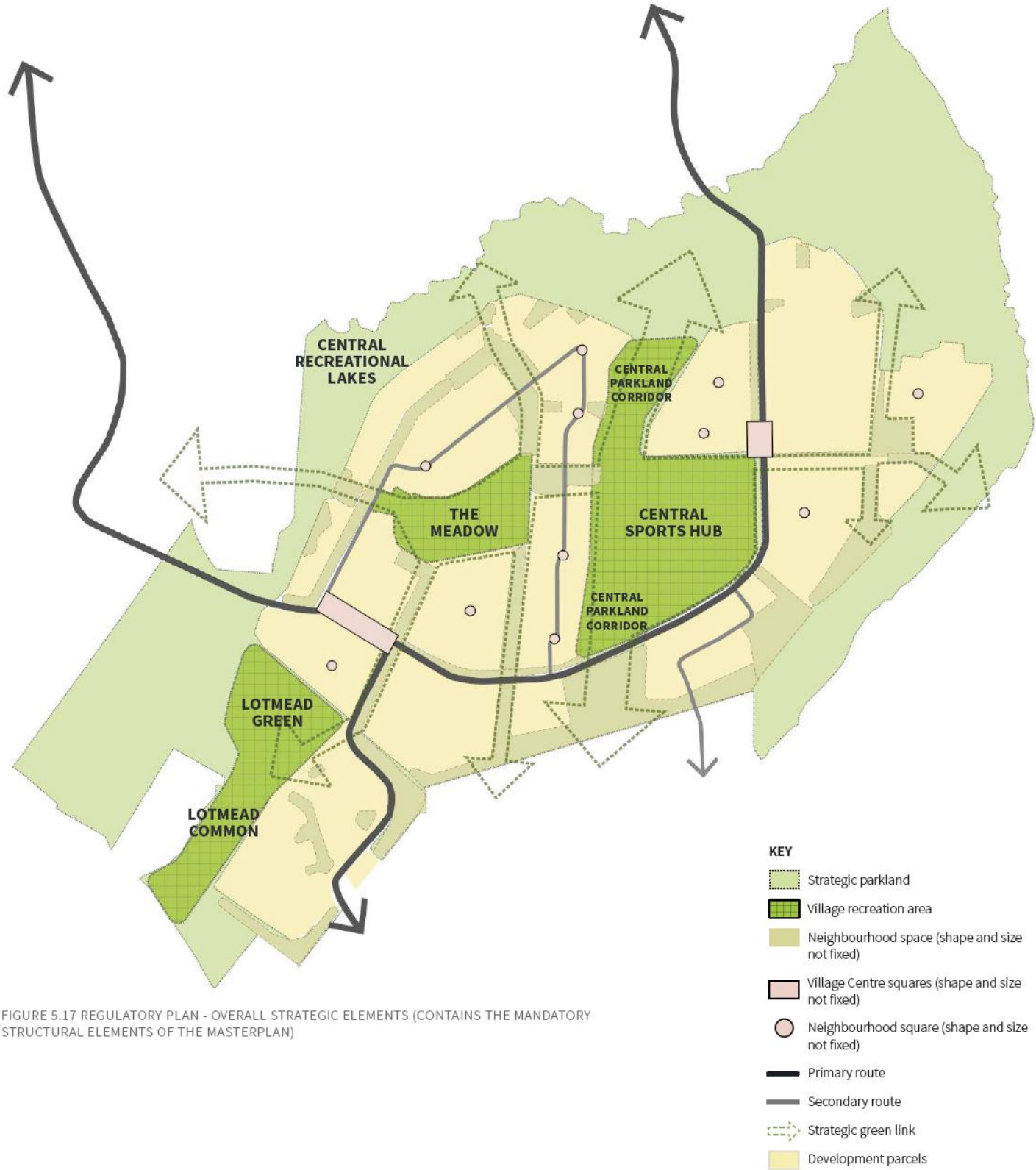

FIGURE 5.17 REGULATORY PLAN - OVERALL STRATEGIC ELEMENTS (CONTAINS THE MANDATORY STRUCTURAL ELEMENTS OF THE MASTERPLAN)

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S/OUT/19/0582

Lotmead Farm - Extract from Strategic Design Code

Wanborough Green Urban Design Framework

FIGURE 6 WANBOROUGH GREEN URBAN DESIGN FRAMEWORK

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S/OUT/19/0582

Lotmead Farm - Extract from Strategic Design Code

Southern Parkland Urban Design Framework

FIGURE 6.3 SOUTHERN PARKLAND URBAN DESIGN FRAMEWORK

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Swindon
BOROUGH COUNCIL

COMMITTEE REPORT

Item Number:
Application Number: S/OUT/19/0582

Ward: Ridgeway
Parish: Wanborough

Proposal: Outline Planning Application (means of access off Wanborough Road not reserved) for demolition and/or conversion of existing buildings and redevelopment to provide up to 2,500 homes (Use Class C3); up to 1,780 sqm of community/retail uses (Use Class D1/D2/A1/A3/A4); up to 2,500 sqm of employment use (Use Class B1); sports hub; playing pitches; 2no. 2 Form Entry primary schools; green infrastructure; indicative primary access road corridors to A420; improvements to Wanborough Road and associated works.

Site Location: Lotmead Site, New Eastern Villages, Wanborough, Swindon

Case Officer: Kimberly Corps

Agent:
Jeff Richards
Turley,
40 Queen Square,
Bristol,
BS1 4QP

Applicant
Ainscough Strategic Land Ltd
C/O Agent

Officer's Report

1 Background

1.1 The application site is within the proposed New Eastern Villages (NEV). The adopted Swindon Borough Local Plan, 2026 identifies the NEV as a strategic allocation to deliver sustainable economic and housing growth including about 8,000 homes, 40 hectares of employment land and associated retail, community, education, health and leisure uses.

1.2 An application was submitted in 2015 for a proposal of similar scale which was refused and was then considered at a public inquiry that was held over two weeks in November 2017. A second outline application for 200 houses, forming part of the larger development, was submitted and was considered concurrently with the larger proposal and also considered at the public inquiry. The applications were called in and the Secretary of State considered the Inspectors report and agreed with its conclusions. The appeals were dismissed.

1.3 During the appeal process, a revised scheme (for both applications) was effectively considered alongside the initial proposal. This was also fully considered by the Inspector although not by the Secretary of State. Nevertheless, many of the

concerns raised with regard to the applications and the amended schemes were fully considered and reported on by the Inspector. The appeal decisions, including the conclusions with regard to the many concerns raised and the revised options, represent material considerations that must be considered when determining this application if the issues and details remain similar. As the policy background has remained relatively unchanged since the appeal decision, the report of the Inspector and the conclusions reached should be afforded considerable weight when considering similar elements within the new proposal.

1.4 This proposal represents a new outline application for the proposed development of a large part of Lotmead and Lower Lotmead Farm villages as part of the proposed NEV development. It does not include a separate application for the smaller site within it of 200 houses but this is referred to as Phase 1 and Wanborough Green character area.

1.5 The proposal also includes a S106 agreement. As with the application, the matters addressed within it are similar to those within an agreement submitted as part of the 2015 appeals. These were also considered fully by the Inspector. The emerging Local Plan includes updated requirements to those of the adopted development plan. Whilst regard should be had to it, the general requirements remain unchanged and as such, the views of the Inspectors should also be afforded considerable weight.

1.6 Since the appeals were dismissed, the applicant entered into pre-application discussions with officers and held public consultation events prior to submitting this application in April 2019.

1.7 This application has been brought before Planning Committee due to the scale and significance of the proposals and the level of public interest.

2 Summary of Recommendation

2.1 That the Head of Planning, Regulatory Services and Heritage be authorised to **GRANT** outline planning permission subject to :

(a) Completion of a legal agreement to secure the planning obligations that are material to the decision (as set out in paragraphs 9.118-9.140 of this report); and,

(b) The planning conditions set out in this report, with delegated authority to make reasonable amendments, additions or omissions to those conditions before issuing formal consent as may be necessary.

2.2 The applicant has agreed to extend the period in which the application can be determined until 12th June 2020. In the event that a further extension(s) of time is not forthcoming to enable the planning obligation to be completed and the decision issued, the Head of Planning, Regulatory Services and Heritage be authorised to refuse the application for the following reason:

The proposal does not comply with policies NC3, IN1, SD3, TR1, TR2 and

EN2 of the Adopted Swindon Borough Local Plan 2026 and the provisions of the National Planning Policy Framework (NPPF), as an infrastructure package to mitigate the impact of the development has not been secured by means of a planning obligation and / or planning condition, so as to meet the infrastructure needs arising from the development.

3 The Proposal

3.1 This application seeks outline planning permission for residential development of:

up to 2,500 dwellings;

up to 1,765 sqm of community/retail uses (Use Class D1/D2/A1/A3/A4);

up to 3,000sqm of business/employment use (Use Class B1);

two primary schools;

open space, strategic landscaping and other green infrastructure (including SUDs and areas for nature conservation);

other associated road and drainage infrastructure, indicative primary access road corridors to the A420 and improvements to the existing access off Wanborough Road and the realignment of the access to provide access to the first phase of development of up to 200 houses within the character area of Wanborough Green.

3.2 This application, although in outline, seeks approval for the details of the means of access to the site from Wanborough Road.

3.3 This application seeks to deliver development within the 'Lotmead' and 'Lower Lotmead' Villages of the New Eastern Villages.

Proposed Access from Wanborough Road

3.4 The applicant has provided details of the means of access from Wanborough Road (plan 27970/003 Revision L). The existing access from Wanborough Road currently serving the Lotmead Business Village and Lotmead Farm would be utilised and widened. The proposed access requires the use of part of the front and side garden areas of no. 3 and 4 Wanborough Road. The access is similar to that within the previous appeal scheme but the footpath, which would be to the northern side of the access road, (the appeal scheme included 2 metres wide paths to both sides) would be widened to provide a three metres wide footway/cycleway bringing the highway works a metre closer to the residential properties.

3.5 It is proposed that the footpath on the opposite side of Wanborough Road, which provides access over the A419 into Swindon, be widened and extended, using part of the existing road carriageway. The footpath is currently narrow and terminates opposite the Lotmead Farm and Lotmead Business Village access. It

would be extended further to the south and terminate opposite the start of a new pavement within the verge on the opposite carriageway. These elements are predominantly outside the application site boundary and would need to be secured through the legal agreement.

3.6 The visibility splay from the Lotmead Farm access would allow for the retention of the majority of the hedgerow to the south of the junction with only a small section being replaced. The 11-metre high ash tree standing within the hedgerow would be retained.

3.7 The plans show detail of the access for approximately 30 metres into the site beyond which further detail is reserved for subsequent approval. Numerous trees forming an avenue along the existing access road were shown for removal with regard to the appeal proposals which was not considered acceptable by the Inspector. The alignment of the road is now shown to avoid conflict with the majority of trees with the existing avenue and track being retained and utilised only by Lotmead Farm and Lotmead Business Village, with the longer term intention of it being used as a path/cycleway.

3.8 At the point of the proposed access with Wanborough Road the speed limit is 30mph. The plans indicate uncontrolled pedestrian crossings just to the north and south of the access.

3.9 The access would provide for all vehicles during the first phase, including construction traffic. The second phase would not commence until the Southern Connector Road (SCR) has been built. All construction traffic beyond the first phase of up to 200 homes would therefore use the SCR. Residents of the first phase would continue to use the Wanborough Road access. Future residents of phases 2 onwards would not have access to or from Wanborough Road and would be restricted to using the SCR and the proposed future links towards the A420. Residents of phase 1 and buses would however continue to be able to utilise the Lotmead Farm access and also gain access to the SCR and the remaining areas of the Lotmead development.

3.10 The internal roads, including the SCR, would be designed to safely accommodate pedestrians and cyclists and illustrative designs for this have been provided. Car and cycle parking provision would be provided in line with SBC's adopted standards, including provision for electric vehicle charging points.

<u>Accesses to wider area</u>

3.11 The Parameter Plan: Movement [drawing no. PL1461.1-PLA-00-XX-DR-U-0004 S4 P03] illustrates Primary Vehicular Routes through the development which accord generally with the NEV Masterplan movement strategy. An access to the north-west would link with Symmetry Park, the superstore and the A420. A north-east link would connect with Great Stall East, including the new secondary school and the proposed park and ride. The Southern Connector Road would provide a link to the south of Swindon and the M4. This would not allow access on to the Wanborough Road when heading south from Lotmead. The alignments of the Primary Vehicle Routes have been conceived to allow direct access to all areas of

the developed but in a manner that would not encourage rat running through the wider NEV area. These routes would include separate 3-metre wide pedestrian/cycle paths to each side. This plan also shows Secondary Vehicular Routes including an access to the south to connect with further development to the south of the site and Redlands.

Illustrative Masterplan

3.12 Whilst the matters of layout, scale, appearance and landscaping are reserved for subsequent approval, the application submission includes an 'Illustrative Masterplan' that demonstrates how the site could be developed. It includes two village centres including commercial properties and a primary school in each village. It illustrates a sports hub that would serve this and surrounding settlements. Allotments and play areas are also indicated as is the safeguarded alignment of the canal.

3.13 Housing densities are indicated between 10 to 55 dwellings per hectare (dph) with the lowest densities on the periphery of the parcels of housing and the highest densities around the proposed locations of two local centres. The average density across the site is 45dph. Building heights are generally indicated as being 2-2.5 storeys with a ridge height of up to 9m. Two to three storey housing is shown along the primary streets and towards the centre of the development areas. Potential marker buildings are indicated throughout the site at a general height of three or four storeys but with five storey marker builders (up to 18 metres) at the commercial centres of the two villages.

3.14 Affordable housing is proposed to comprise 20% of the development and therefore a provision of up to 500 affordable dwellings would be required with up to 2000 open market dwellings. The applicant has indicated that the dwellings would range from one to five bedroom properties including some apartments potentially located at the local centres.

4 The Site and Surroundings

4.1 The application site extends to approximately 169 hectares, to the east of the A419 and south of the A420. It includes the existing access from Wanborough Road serving Lotmead Farm, several residential properties, Lotmead 'Pick Your Own' activity farm, the Lotmead Business Village and pasture land (predominantly open farmland). The existing Lotmead Farm access road is a tree-lined, narrow private road (approx. 4 metres wide) with passing places.

4.2 The application site is located approximately 4 miles to the east of Swindon Town Centre. Agricultural land adjoins the site to the east and south. The southern boundary adjoins the Poplar Day Care Nursery. Lotmead Business Village comprises a collection of renovated Victorian farm buildings offering business accommodation; and Lotmead Farmstead, including two houses and dairy farm buildings.

4.3 The site gently slopes from the west at Wanborough Road, down towards the Dorcan Stream. The Dorcan Stream flows in a northerly direction towards the

River Cole. Within the site, a small ditch follows a field boundary and flows under the access road towards the Dorcan Stream. Three Oak trees and a group of Poplar trees located within and on the perimeter of the site are protected by a Tree Preservation Order. A further Tree Preservation Order covers the avenue of trees from Wanborough Road along the private access to the Lotmead Business Village.

4.4 The site falls within the Parish of Wanborough and is in the Ridgeway Ward. Wanborough Road is a relatively straight, single carriageway road linking Covingham to Wanborough and other villages beyond with varying speed limits between 30 and 60mph. The speed limit is 30mph at the site access. There is an existing footpath on the western side of Wanborough Road that starts as a narrow path opposite the Lotmead Business Village access and it widens towards Covingham. There are no footways heading south from the application site towards Wanborough. One Public Right of Way (footpath no. 5) travels in a north-south direction to the west of the site.

4.5 The Wanborough Roman Town (Durocornovium) is located within the west of the application site and is designated as a scheduled monument of national importance (scheduled monument no. 1004684).

4.6 Earlscourt Manor and Lower Earlscourt Farm are Grade II Listed buildings which are beyond but near the eastern boundary of the site. Lotmead Farmhouse is a non-designated heritage asset.

4.7 The application site is located within the NEV Strategic Allocation boundary, as defined by Policy NC3 of the Swindon Borough Local Plan 2026 (LP) and Policies Map.

5 Site History

5.1 A number of previous outline planning applications have been submitted for this site. Of most relevance are the two 2015 planning applications (Master Plan for entire site and Phase 1 for 200 houses) S/OUT/15/0753 and S/OUT/15/0754 which were both refused and dismissed at appeal.

5.2 The principal masterplan application related to a similar quantum of development and was broadly similar to the plans now submitted. A revision to that application, which would have resulted in a revised access alignment (similar to that now proposed), was not considered to be properly made by the Secretary of State but it was considered by the Inspector. Generally, it was found that the principle and the originally submitted details were in many respects acceptable but overall the appeal was dismissed.

5.3 Critically, the harm to the Scheduled Monument was not considered to be outweighed by the public benefits of the proposal and therefore given the content of the NPPF (now paragraph 11) there were no material considerations that indicated that the development should not be resisted. Further concerns were identified and are set out below:

1) A five storey marker building close to Lotmead Farmhouse, would be unacceptable with regard to the setting of this non-designated heritage asset, as would the loss of the tree lined avenue which provides access to it;

2) The proposed single 3-form entry school was not sufficient;

3) The quantity and quality of open space and the content of the Green Infrastructure Parameter Plan and the Master Plan had not been demonstrated to be satisfactory;

4) The access involved the widening of the existing tree lined (avenue) track which would result in the loss of trees protected by Tree Preservation Orders (TPO) and this was considered unacceptable; the plans also failed to adequately identify the route of the Southern Connector Road (SCR); and

5) It was found that in the short to medium term there was a probability that there would be an adverse effect on nearby villages until the completion of strategic infrastructure.

5.4 The revised details that were submitted and considered as part of the appeal, were not considered by the Secretary of State. However, they were fully considered by the Inspector. These differ from the original submission in a number of ways, in particular:

1) The red line of the site was extended to include the eastern access to the A420;

2) A second 2-form entry primary school was shown;

3) The Wanborough Road access was realigned to ensure retention of TPO trees and its status downgraded to secondary vehicle route and bus route;

4) The Green Infrastructure Plan and Masterplan were updated with regard to sports pitch and allotment provision;

5) Further details were submitted with regard to the Scheduled Monument; and

6) Off site highway improvements works and traffic calming measures along the Wanborough Road to provide safer access to Covingham Park Primary School and Dorcan Academy were proposed.

5.5 Of relevance, with regard to the appeal decision, were the matters of common ground which included the need for traffic calming in surrounding villages to discourage rat-running; nursery provision would be provided alongside the primary schools and sufficient community space would be provided for early years provision within each village centre; the need to use Covingham Park Primary School would be temporary; contributions would be paid for NEV related highway contributions; a second point of access (the Southern Connector Road SCR) would be required before the occupation of the 201st dwelling; enhancements to biodiversity could be secured by condition as would the provision of appropriate levels of retail and employment provision.

5.6 The Inspectors conclusions with regard to the amended scheme differ to the scheme considered by the Secretary of State although the proximity of housing development to the Scheduled Monument remained unacceptable. The remaining concerns referred to by the Secretary of State were considered by the Inspector and commented on as follows:

1) The retention of the tree lined avenue to Lotmead Farmhouse would overcome part of the original concern but a five storey marker building close to this non-designated heritage asset would not be acceptable;

2) the replacement of the proposed 3 form entry school with two 2-form entry schools was acceptable;

3) the quantity and quality of open space and the content of the Green Infrastructure Parameter Plan was found to be much improved but there was no commitment to a sports hub and there remained a lack of clarity with regard to outdoor sports facilities and its dispersed provision was of concern. The relationship of play areas to the SCR was also an issue as was the location of allotments;

4) the revised access route, separate from the tree lined avenue addressed the concerns with regard to the loss of trees protected by Tree Preservation Orders (TPO); the amended plans still however failed to adequately identify the route of the Southern Connector Road (SCR);

5) the concern remained that in the short to medium term there was a probability that there would be an adverse effect on nearby villages until the completion of strategic infrastructure. Traffic calming contributions were necessary (in association with the Redlands development site) and although not overcoming the concern, would assist.

5.7 Although the currently submitted application includes many similarities with the appeal schemes, it is instructive to consider the main differences that have been incorporated in order to address the concerns of both the Inspector and the Secretary of State. Of the principal reason for dismissing the appeal, the proximity of housing development to the Scheduled Monument has been significantly amended with all housing to the west of the existing tree lined access being deleted; and the detail and relationship of the housing to the east of the access, within Phase 1, being clarified with the inclusion of low density housing that would be set well away from the boundary with the Scheduled Monument. The housing would be located beyond a hedge and a landscaped area including a shared access driveway.

5.8 The plans and details have been modified with regard to the other concerns as follows:

1) The tree lined avenue to Lotmead Farmhouse would remain and would, when the existing industrial units are linked into the commercial centre, become a cycleway and footpath with vehicular use only to serve the three residential

properties at Lotmead Farm. The previously proposed five storey marker building close to Lotmead Farmhouse (non-designated heritage asset) has been deleted and the nearest marker building would be a substantial distance to the northwest within the new commercial centre.

2) The two 2-form entry schools that were previously found to be acceptable would be retained within this proposal;

3) Further detail with regard to the quantity and quality of open space has been provided and the Green Infrastructure Parameter Plan now includes a commitment to a sports hub, concentrating sports provision and pitches within a central area closely associated with the second commercial centre. The relocation of the sports hub to the central area was a positive response to the advice of officers. The allotment provision has been moved out of the pick-your-own area and the flood zone and is shown in two areas, one closely associated with the green spine and the other close to the canal but both outside the flood risk zone. More clarity and detail has been provided with regard to outdoor sports facilities and the make-up of individual play areas. Details have now been provided to illustrate the relationship of the play areas to the SCR;

4) The previously shown revised access route, separate from the tree lined avenue which addressed the Inspectors concerns with regard to the loss of trees protected by Tree Preservation Orders (TPO) would remain. The plans now identify the route of the Southern Connector Road (SCR) and provide details of its make up, including separate cycle paths/footpaths to both sides;

5) The concern remained that in the short to medium term there was a probability that there would be an adverse effect on nearby villages until the completion of strategic infrastructure. Contributions to traffic calming continue to be offered. This matter remains unchanged by the proposal.

6 Procedural Matters

Environmental Statement

6.1 An Environmental Statement was submitted with the application and seeks to address matters including those relating to land use and agriculture, economy, population and society, water resources, ground conditions, transport, ecology and conservation, landscape, noise, air quality, archaeology and heritage.

6.2 The location of the application site within the NEV strategic allocation is such that any potential impacts arising from the proposed development should be considered cumulatively alongside other development in the area.

7 Representations

7.1 Since the submission of this application and first consultation process in April 2019 additional and revised information and plans have been submitted following consultation responses and matters raised by Officers. The revised documents

include a Design and Access Statement ('D&A') Addendum, ES Addendum, parameter plans and the Ecological Mitigation and Management Framework (EMMF). In addition, the submissions include a Strategic Design Code, which provides the basis for detailed design codes that each character area and reserved matters application must follow.

7.2 Further public consultation following the submission of further and revised information has been undertaken. Below is a brief summary of the comments received in relation to the application. The date in brackets refers to the most recent comments received by the consultee. A full schedule of summarised comments is provided at the end of this report Appendix A.

7.3 **Statutory Consultees**

7.4 Environment Agency (EA): No objection as the Addendum to the March 2019 Flood Risk Assessment (reference 27970/4003/TN001, dated 22 August 2019 and prepared by Peter Brett Associates) demonstrates that flooding would remain within the proposed floodplain restoration scheme for the increased climate change allowances. Recommends conditions (7 April 2020).

7.5 Highways England: No objection subject to conditions limiting occupation to 200 dwellings until the SCR is complete and open to traffic; and limiting occupation to 250 dwellings until improvement works at Gablecross roundabout have been implemented; and limiting occupation to 730 dwellings until a contract to construct improvements to Junction 15 of the M4 has been let. A Travel Plan would also be required. (27 April 2020).

7.6 Historic England: No objection to the application on heritage grounds subject to conditions and the agreement of a mitigation strategy and scheme of investigation, including with regard to the access works. (31 March 2020).

7.7 Natural England: Notes the reduction in accessible greenspace. Welcomes the aspiration for multiple ecosystem service provision but would like to see a detailed monitoring strategy that targets recreational impact on the proposed biodiversity zones. Raises concern that the increased population would increase pressure on the North Meadow and Clattinger Farm Meadows SAC, particularly from visitors to North Meadow in April and May to see the fritillaries. Asks that mitigation measures are considered. (14 April 2020).

7.8 Sport England: No objection subject to a suitable Section 106 agreement to ensure that the vision of the sports hub can be delivered, in a way which reflects the formal and informal sporting needs at the time of delivery, and to provide for its management. (2 December 2019).

7.9 Thames Water: No objection subject to conditions as surface waters will not be discharged to the public network but capacity does not presently exist for the increased demands on the water or sewage network. (24 April 2019).

External Consultees

7.10 Campaign to Protect Rural England (CPRE): Raise a number of concerns particularly with regard to the integration of the phasing of the housing development of this site with Great Stall East in relation to the main connector road, the Park and Ride delivery, and the secondary and primary schools. Suggests that the triggers for these must be explicit in the context of commencement and delivery of the housing phases. Commencing at Wanborough Road will impact on this road and encourage greater vehicle use. Suggests that 4 and 5-storey marker buildings are inappropriate for a village development. Requires that appropriate consideration made with regard to flood risk, water storage and soil capping are put in place (9th December 2019).

7.11 NHS: No objection subject to the provision of funding to provide for 500m^2 of off site healthcare accommodation and funding for the first two years of occupation to ensure adequate GP provision (20 March 2020).

7.12 Dorset and Wiltshire Fire and Rescue: No objection to the application subject to conditions to ensure the provision of water supply and fire hydrants. (18 April 2019).

Internal Consultees

7.13 Arboricultural Officer: Recommended further details in the ecological mitigation and management framework (19th December 2019).

7.14 Archaeological Officer: Outline Archaeological mitigation Strategy and Heritage Management Plan awaited. Recommend conditions (6th April 2020).

7.15 Ecological Officer: Recommend further details for the ecological mitigation and management framework and cohesive green infrastructure network (19th December 2019).

7.16 Education Officer: A scheme of 2,500 dwellings would require 4FE of primary school places with land provision of 4.4ha to permit expansion to 4.4FE to cater for the additional need. An appropriate solution would be two 2FE primary schools each with 26 part time place nursery with one school located at Lotmead and one school located at Lower Lotmead. A suitable serviced and accessible site of 2.2ha for a Primary School would be required from first occupation of any dwelling on the site. The Council recently developed baseline designs and costs for new schools based on the Class Solutions model used across a number of new and existing schools in Swindon. The result of the exercise has been to increase the baseline cost of a new 2FE primary school from £6.5m to £7.74m and therefore contributions towards the construction of new facilities will be sought at the new higher level. Prior to the opening and continued operation of the first primary school, provision would need to be made to cater for the education needs of the occupants of the initial dwellings. There is currently capacity at Covingham Park Primary School which could accommodate children as a as a temporary measure. A safe and attractive route would need to be provided.

The proposal would generate a requirement of 1.67FE of secondary school aged children. Financial contributions towards the provision of this secondary school would be required. Prior to construction of the secondary school, it would be expected that secondary school pupils would utilise Dorcan Academy providing capacity is available.

The proposal for up to 2,500 dwellings would result in 675 pre-school children. In addition to the nursery classes at each school, the wider development should have a centrally located space that a private nursery provider can operate from. Therefore, a private nursery provider space should be centrally located within the application site. (3 June 2019).

7.17 Contaminated Land Officer: No objection subject to pre-commencement conditions. (16 April 2019).

7.18 Environmental Health Officer (Noise): No objection subject to conditions requiring: a Construction Management Plan; that dwellings be designed to ensure noise limits are not exceeded; that existing properties do not experience unacceptable noise during construction; that measures be put in place to protect properties from noise from the commercial units. Additional conditions relating to the detailed design phases were also included. (27 June 2019).

7.19 Housing Officer: No objection (18th April 2019).

7.20 Landscape Officer: Further amendments recommended (December 2019).

7.21 Lead Local Flood Authority (LLFA): No objection, recommend conditions.

7.22 Local Highway Authority (LHA):No objection, recommend conditions.

7.23 Urban Design Officer: No Objection subject to conditions. As the Illustrative Masterplan and accompanying Design & Access Statement set out a strong, legible urban design strategy for the site recommend that the future design codes are required to align themselves closely with the design principles that have been successfully illustrated and justified. (10 June 2019.

Adjacent Local Authorities

7.24 Oxford County Council: Very concerned about the volume of additional traffic that is expected to use the A420 towards Faringdon and Oxford, especially for journeys to work and that appropriate mitigation measures on A420 not assessed; advises that developer contributions would be required towards delivery of bus services and contribution to bus priority measures linking routes along the A420; Comments on Travel Plan and the need for local education provision (13 December 2019)

Parish Councils (Swindon Borough unless stated)

7.25 South Marston: Welcome the plans for the green infrastructure, footpaths and cycleways both on site and off. We do not agree with the maintenance proposals

as it does not address the tests of the Proposed Submission draft Swindon Local Plan 2036 at SP1 4 and DM28 6. Would expect Parish Councils to be consulted on matters and decisions concerning Green Infrastructure maintenance for developments within their area of interest. No reference to the maintenance for off-site POS. Would like the southern connector road to be in place and established prior to any other development work beginning. (18 March 2020).

7.26 Bishopstone and Hinton Parva: Object pending satisfactory resolution of Highways England's concerns and addressing of suitable mitigation measures to avoid "rat running" through adjacent villages. The initial phase of 200 homes served solely from Wanborough Road, ahead of the Southern Connector Road, would lead to unacceptable traffic impacts within Wanborough and surrounding villages to the east. (20 March 2020).

7.27 Covingham: There must be a robust system maintain the SuDS. The development should not be allowed to proceed until the Southern Connector Road has been constructed, and all construction traffic must use the SCR as the only route to the site. Phase two houses must not access the Wanborough Road in the direction of Covingham to prevent a rat run through Covingham. Object to Covingham Park School being used due to existing traffic issues and as it is unreasonable to expect children to walk from Lotmead. (19 May 2019).

7.28 Liddington: Need to mitigate rat running through the rural villages at the beginning of the construction phase rather than when the development has been completed. Also concerned about the provision of GP surgeries as the current situation is very worrying. (10 May 2019).

7.29 Wanborough: Concerns relating to the proposed access from Wanborough Road; flooding; archaeological impact; unsustainable development of the first 200 homes; construction traffic; timing of delivery with the Southern Connector Road; proposed bus-gate; phasing strategy; ability of Commonhead Roundabout to cope; and the timing of the other primary access points (13th May 2020).

Third Party Representations

7.30 Neighbours and Local Residents: Representations were received from four residents in relation to the proposed development. The key comments raised by residents including:

- Strong objection to any traffic onto Wanborough Road;
- Development is massively out of scale and would overwhelm the local area;
- Traffic in the area is already congested;
- Concern that the A420 is already at a standstill;
- The countryside is disappearing fast; and
- Wichelstowe should be completed first.

7.31 Ramblers (Swindon & North East Wiltshire Group): Comment received relating to the safe crossing of Wanborough Road (28th April 2019).

8 Planning Considerations

8.1 Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The planning policy context is set out below, together with the key planning considerations relating to the proposal.

9 Policy Context

National Planning Policy Framework (NPPF) (2019)

9.1 The National Planning Policy Framework (NPPF) (2019) details the national planning policies for England. It sets out the presumption in favour of sustainable development and seeks to ensure that proposals that accord with an up-to-date development plan are approved without delay. The planning system performs three roles in achieving sustainable development, namely the economic, social and environmental. The NPPF states that these roles are mutually dependant and that to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

9.2 Given the Council's housing supply figure, paragraph 11 requires that permission should be granted unless:

The policies of the NPPF which protect areas or assets of particular importance (including the impact on Sites of Special Scientific interest, Areas of Outstanding Natural Beauty, designated heritage assets (including Ancient Monuments and listed buildings) and areas of flood risk) provide a clear reason for refusing an application; or

Any adverse impacts would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF taken as whole.

The Development Plan

9.3 The development plan for Swindon Borough includes: The Swindon Borough Local Plan 2026 (March 2015); Swindon Borough Local Plan 2026 Policies Map (March 2015); and Wiltshire and Swindon Minerals Core Strategy 2009.

Swindon Borough Local Plan 2026 (2015)

9.4 The Swindon Borough Local Plan 2026 (LP) was adopted by Swindon Borough Council on the 26th March 2015.

9.5 The policies relevant to this application include:

- SD1: Sustainable Development Principles
- SD2: Sustainable Development Strategy
- SD3: Managing Development
- DE1: High Quality Design
- DE2: Sustainable Construction

- EC2: Employment Land and Premises (B-Use Classes)
- EC3: The Role of the Centres and Main Town Centre Uses
- HA1: Mix, Types and Density
- HA2: Affordable Housing
- HA3: Wheelchair Housing
- TR1: Sustainable Transport Networks
- TR2: Transport and Development
- IN1: Infrastructure Provision
- IN2: Water Supply and Wastewater
- CM1: Education
- CM2: Active, Healthy and Safe Lifestyles
- CM3: Integrating Facilities and Delivering Services
- CM4: Maintaining and Enhancing Community Facilities
- EN1: Green Infrastructure Network
- EN2: Community Forest
- EN3: Open Space
- EN4: Biodiversity and Geodiversity
- EN5: Landscape Character and Historic Landscape
- EN6: Flood Risk
- EN7: Pollution
- EN9: Contaminated Land
- EN10: Historic Environment and Heritage Assets
- EN11: Heritage Transport
- NC3: New Eastern Villages – including Rowborough and South Marston Village Expansion

Wiltshire and Swindon Waste Core Strategy (2009)

9.6 The adopted Wiltshire and Swindon Waste Core Strategy Policy WCS6 'Waste Reduction and Auditing' applies to all major development.

Community Infrastructure Levy (CIL) Charging Schedule (2015)

9.7 Swindon Borough Council adopted the Community Infrastructure Levy (CIL) Charging Schedule on March 2015 which became effective from 6th April 2015. The application site is located within Residential Zone 1 (Swindon's New Communities), which has a £0 CIL charging rate, instead relying on S106 due to the strategic nature of the development.

Supplementary Planning Documents (SPDs)

9.8 The Council has adopted a number of Supplementary Planning Documents (SPDs) which are material considerations for the purpose of making planning decisions on NEV applications.

Swindon Residential Design Guide Supplementary Planning Document (SPD) (June 2016)

9.9 The adopted Swindon Residential Design Guide SPD ('Design Guide SPD') seeks

to ensure that high quality design is realised through development proposals in Swindon. It sets out clear principles and guidelines to enable high quality design and shape new development.

Inclusive Design Access for All Supplementary Planning Document (SPD) (2011)

9.10 The Inclusive Design Access for All SPD ('Access for All SPD') seeks to create sustainable communities which are places in which people want and are able to live and work, now and in the future. These sustainable communities should meet the diverse needs of existing and future residents, be sensitive to their environment and contribute to a high quality of life.

New Eastern Villages (NEV) Planning Obligations Supplementary Planning Document (SPD) (October 2016)

9.11 The adopted New Eastern Villages (NEV) Planning Obligations SPD ('Planning Obligations SPD') sets out the Council's approach to securing planning obligations at the NEV. The approach detailed in this SPD seeks to achieve the effective delivery of infrastructure to achieve sustainable growth at the NEV by ensuring that necessary infrastructure is delivered in the right place, at the right time. In support of the Local Plan and the NEV Planning Obligations SPD, the NEV IDP Prioritisation Matrix is intended to provide a framework for these negotiations, where viability has been independently tested, to ensure comprehensive and sustainable development. The NEV IDP Prioritisation Matrix ranks the infrastructure requirements detailed within the NEV Planning Obligations SPD, in order of importance to inform negotiations where there is a viability challenge.

New Eastern Villages (NEV) Framework Travel Plan Supplementary Planning Document (SPD) (2016)

9.12 The NEV Framework Travel Plan SPD ('Travel Plan SPD') outlines the principles and suggested management mechanisms to reduce the number of car trips within and to the NEV. A well connected layout to enhance pedestrian and cyclist permeability, as well as providing priority to public transport vehicles, are some of the primary approaches to reduce car dependency and achieve sustainable development.

SuDS (Sustainable Drainage Systems) Vision for the New Eastern Villages (NEV) Supplementary Planning Document (SPD) (2017)

9.13 The SuDS Vision for NEV SPD ('SuDS Vision SPD') elaborates on national and local policy by providing guidance on how to incorporate SuDS within development proposals, to ensure an integrated and sustainable approach to drainage throughout the allocation.

New Eastern Villages (NEV) Green Infrastructure (GI) Supplementary Planning Document (SPD) (2017)

9.14 In accord with the Local Plan, Green Infrastructure (GI) is defined as a network of multi-functional green space, urban and rural, which is capable of delivering a

wide range of environmental and quality of life benefits for local communities. The NEV GI SPD ('NEV GI SPD') outlines a number of key GI principles to provide guidance on the GI expectations within the NEV.

New Eastern Villages (NEV) Island Bridge Vision Supplementary Planning Document (SPD) (2017)

9.15 The NEV Island Bridge Vision SPD ('Bridge Vision SPD') seeks to provide the framework for connectivity between the NEV development islands.

Swindon Borough Local Plan 2026 Review

9.16 The Swindon Borough Local Plan 2026 is currently under review. The content of the Proposed Submission draft Local Plan 2036 was approved by the Council on 4 December 2019 as a basis to undertake public consultation. It is therefore at an early stage with regard to its progress towards adoption. It can therefore be afforded very limited weight in the decision making process.

Principle of the Proposed Development

9.17 LP Policy SD1 sets out the sustainable development principles that underpin the development plan, in the form of eight sustainable development criteria which seek to deliver the Sustainable Development Strategy identified within LP Policy SD2. LP paragraph 3.7 explains that the sustainable development principles are a combination of factors to help ensure that new development minimises and mitigates its impact where it is proposed, by providing adequate and accessible services and facilities for the occupiers of the new development and overall delivers a balanced development which respects the social, environmental and economic demands placed upon it.

9.18 The LP seeks to concentrate development within the Swindon urban area; and at allocated strategic sites including the New Eastern Villages (NEV). LP Policy SD3 reflects the NPPF's presumption in favour of sustainable development and the need for a positive approach to considering development proposals. The LPA will work jointly with applicants to find solutions, therefore proposals will be approved wherever possible, and to secure development that improves the economic, social and environmental condition, and promotes health and well-being, for those living and working in Swindon Borough.

9.19 LP Policy NC3 supports the delivery of a comprehensive and sustainable mixed-use urban extension including about 8,000 homes in the form of distinct, inter-connected villages within the NEV which includes the Lotmead sites. The principle of development on this site is therefore acceptable as it forms part of the LP strategic allocation. This was accepted by the Inspector who accepted that the loss of agricultural land and the dairy enterprise to a residential-led development at Lotmead Farm would be in accordance with the development plan policies.

9.20 The critical issues are around the acceptability of the application within this context when assessed against the full range of Development Plan policies, SPD's and the NPPF.

Main considerations

Heritage

9.21 The principal reason the Secretary of State dismissed the 2015 appeal related to the impact of the proposal on the Roman town, Durocornovium, which is a Scheduled Monument (SM). This is a designated heritage asset of national importance. Great weight should be given to its conservation and the NPPF places scheduled monuments within a group of designated heritage assets of the highest significance. LP Policy NC3 requires the development to ensure that the SM is protected, acknowledged and enhanced. Policy EN10 requires the historic environment be sustained and enhanced.

9.22 The A419 cuts through the SM which in total covers an area of 25 hectares. To the west, existing housing extends up to the scheduled area. To the north and east there is farmed countryside that includes the application site. The previous appeal proposals included development to the north of the tree lined access to Lotmead Farmhouse and would have been very close to the SM. This area of housing has been omitted from this application and the land would be left open for recreational use. The application details clarify that the western edge of the proposed housing area, to the south of the tree lined avenue, would be very low density, two storey housing and that it would be set away from the boundary with the SM. The new houses would be separated from the SM by a hedge and set beyond a landscaped area that would include the shared driveway to those adjoining houses.

9.23 This new relationship has been fully considered with regard to the setting of the SM. Historic England and the Council's Archaeological consultant are of the view that this revised arrangement would be satisfactory. Some harm to the open setting would result but this would be limited and result in less than substantial harm to the significance of the heritage asset.

9.24 A draft heritage management plan has been submitted that would provide for improvements to the management of the monument but also allow for better public awareness and appreciation of the asset. It makes provision for not only the long term management of the areas within the application site, but would also improve interpretation of the monument as a whole by the provision of information to allow for an appreciation and understanding of the monument as a whole, which is not currently possible. This would ensure that the SM would be better experienced within its setting and the requirements of the management plan, some of which have already been undertaken, would be required by condition. This improved management and interpretation would be a significant benefit that weighs in favour of the proposal.

9.25 The initial submission considered at appeal was also found to result in harm to the setting of Lotmead Farmhouse which is a non-designated heritage asset. Land around the house would now be kept open and importantly the trees that make up the tree lined avenue that serves it, would be retained. A five storey marker building that was previously proposed, is no longer illustrated on the Building Height Parameter Plan. The nearest high building would be some distance away

in the local centre. The proposal reflects the revised appeal scheme whereby the Inspector concluded that the amended scheme would sufficiently conserve the setting to Lotmead Farmhouse so that the significance of the Farmhouse would not be materially harmed. This would remain the case with the current proposal.

9.26 Overall, with regard to heritage impacts, the proposal would not harm the setting of Lotmead Farmhouse and would result in less than substantial harm to the setting of the SM. An approved heritage management plan would ensure that the historic environment of the SM would be protected, acknowledged and enhanced. Historic England are of the view that this public benefit would be sufficient on its own to outweigh the harm identified. In any event, when considering the additional public benefits that would result from the development of a sustainable new community, the harm would be clearly outweighed. The proposal would therefore satisfy the heritage requirements of the NPPF and LP Policies NC3 (c) and EN10 (a) and (b). The proposal would also overcome the concerns raised by the Secretary of State that led to the original scheme being dismissed at appeal.

Education

9.27 The Council's preferred solution for new primary schools is for two 2-form entry primary schools, each to be located on a 2.2 hectare site. This would ensure sufficient land is available for expansion to accommodate additional demand peaks and also to provide nursery provision. The submitted plans provide for this and the sites would be positioned centrally within the villages, adjacent to the proposed local centres, ensuring that they would be well located in relation to the community they serve. This arrangement was accepted by the Inspector and satisfies LP Policies CM1 and NC3 and also LP Policy CM3 which encourages the co-location and integration of services. With regard to early years education, the village centres would have a significant amount of community floorspace that is expected to be taken up by private providers within this sector. This is required in addition to the early years provision in each primary school.

9.28 It is anticipated that the children of the first phase of development, before the first new school is constructed, would have to attend schools in the local area. Covingham Park Primary School currently has capacity and although it is not within easy walking distance, the proposed improvements to the Wanborough Road, widening the footpaths and traffic calming, would allow for safer pedestrian and cycle access. This arrangement would be for a relatively short period with the land for the first school becoming available prior to the occupation of the first dwelling on the site. It is likely that some residents would travel by car, which would add to the Wanborough Road traffic and also exacerbate existing concerns with regard to vehicles attending the school. Whilst this is not a positive feature of the proposal, it is intended as a short-term measure.

9.29 With regard to secondary school education, a new school is proposed to be located within the Great Stall East village area. In accordance with LP Policy NC3, the NEV will require a minimum of an 8-form entry 11-16 secondary school. It is intended that post 16 education will be provided for on the same site. To achieve this, the Council requires a 9.8 ha site within the NEV to accommodate the campus. All residential developments within the NEV are expected to make

appropriate financial contributions to such provision and this is being put forward though the Section 106 agreement. The Council has considered alternative provision such as expanding existing secondary schools within Swindon. However, this would not provide a sustainable solution for the NEV in the long term and would lead to the construction of a large new community without a local secondary school.

9.30 Until the secondary school is opened, it would be expected that secondary pupils from the development would utilise existing schools providing capacity remains available. It is common that secondary aged pupils travel further than primary school children to access school places. Therefore, as an interim measure this is considered to satisfy the requirements of LP Polices CM1 and NC3.

Open Space and Landscape Framework

9.31 The original 2015 submission did not adequately demonstrate the quantity and quality of open space sought by the open space standards; and the Green Infrastructure Parameter Plans were not of a satisfactory standard. The amended plans included more information and enabled a better understanding of the proposals. They did not however include a sports hub which is favoured by Sports England and included a number of other shortcomings.

9.32 The Green Infrastructure Strategy for Swindon 2010-2026 seeks to prioritise the development of and investment in Green Infrastructure in Swindon. One of its key roles is to *"provide the basis for the coordinated approach to the creation and sustained management of green infrastructure across Swindon and its neighbouring authorities" (page 11)*. The NEV Green Infrastructure SPD identifies the strategic aspirations within the NEV. There is significant opportunity to deliver a well-designed network of inter-connected green spaces across the NEV, reflecting a broad range of green spaces that are multifunctional and accessible to all.

9.33 This proposal includes a new Green Infrastructure Parameter Plan that includes a central sports hub and associated changing facilities. The revised Masterplan indicatively shows six full size football pitches and 4 separate sports courts. These are located in association with a number of areas for children's play. Indicative details of these with regard to types of equipment have been provided. A further play area to the west of the site has also been introduced to address the shortfall previously identified. As detailed within the submitted D&A statement and the Green Infrastructure Parameter Plan there would be 62.29 hectares of greenspace; 17.14 hectares of new woodland; the sports hub would be 9.74 hectares in size; 15.4 hectares of biodiversity zones; and 2.59 hectares of allotments. With regard to children's play eight Locally Equipped Areas for Play (LEAP); two Neighbourhood Equipped Area's for Play (NEAP); and a specifically designed hybrid play area combining the facilities of both a NEAP and LEAP would also be provided. The proposed provision is considered to satisfy the requirements of LP Policy EN3 which seeks to ensure residential schemes provide or contribute towards public open space and represents an appropriate design led response to the more specific requirements of Appendix 3: Open Space Standards of the Local Plan

9.34 Revised locations for allotments are also shown to overcome the previous concerns raised that they conflicted with the Pick-Your-Own farm area and the flood plain. These are now better integrated into the development area and outside the flood risk zone.

9.35 The proposal includes the retention of significant areas of currently open land to all sides of the development. These would be managed to ensure that they provide a mix of recreational facilities and ecological enhancements, including the introduction of significant areas of woodland planting. Within these open areas and within the built area, paths and cycleways would be provided to enhance movement in and around the development but also to other development areas.

9.36 The proposal would also contribute to the woodland cover required to enhance the Great Western Community Forest. The significant areas of additional tree planting would help to ensure that the impact on views from the North Wessex Downs AONB would be reduced. The amount of greenspace would ensure that the two built-up parts of the two settlements would be physically separated and would ensure that the development overall was clearly distinct from other development areas. Within the greenspaces, existing habitats would be protected and enhanced and additional linked wildlife habitats created and maintained.

9.37 Whilst this is an outline application, it is accompanied by significant levels of detail with regard to play provision, habitat protection and enhancement, tree protection and planting, landscape management and a comprehensive movement and access strategy for future residents. The concerns with regard to the loss of protected trees along the tree lined access have been overcome by the addition of a realigned road. Although greater detail would be required with regard to reserved matters applications for the proposed phases of development, the level of detail and the revised layout, generally address the previous concerns and would provide a framework that would ensure provision for formal sport, informal recreation, formal children's play, the provision of good quality allotments and overall biodiversity enhancements. The proposal would therefore satisfy LP Policies NC3, EN3(a) and EN1(a) and would address the concerns previously raised by the Inspector and Secretary of State. It would also satisfy the NEV Green Infrastructure SPD.

Transport and Accessibility

9.38 The remaining concerns of the Secretary of State and the Inspector related to the access arrangements and the impact on the surrounding road networks. It has already been established that the concern for the protected trees within the tree lined access to Lotmead Farmhouse has been overcome by the realignment of the access road which would retain the avenue for its existing use until a time when the Lotmead Business Village would be accessed from the internal road system and the Southern Connector Road. At that point it would be shared by the existing houses and cyclists and pedestrians.

Southern Connector Road (SCR)

9.39 The concern with regard to the Southern Connector Road (SRC) was that it was not adequately shown on the original 2015 plans and it was not identified as a Primary Route. It is now clearly shown on the submitted plans, particularly the Movement Parameter Plan and the Masterplan. The D&A statement sets out its design characteristics. It would have 3.5 to 4-metre wide footpath/cycleways, to each side, which would be separated from the vehicular carriageway of SCR. This SCR is shown to pass through the site and on as Primary Route to the north-west and north-east links towards the A420 via Symmetry Park and Great Stall East respectively.

9.40 Given the submitted details, the proposal would achieve good connectivity within the development and to the surrounding areas and would provide highway infrastructure in accordance with an acceptable strategy. The proposal therefore satisfies LP Policies TR1(a), DE1 and NC3(b).

Highway matters particularly relating to measures to reduce rat running

9.41 The remaining concern of the Secretary of State was that in the short to medium term there is likely to be some adverse effects on nearby villages until the completion of strategic infrastructure. LP Policy NC3 requires “measures to minimise rat-running through existing adjacent villages and east Swindon”. Given the location of the proposed development, the avoidance of rat-running through the surrounding villages such as Wanborough, is a key consideration in the recommendation for planning approval.

9.42 The application proposes three primary points of access to the application site, as well as a network of primary and secondary roads internal within the site. However, the first phases of development known as ‘Wanborough Green’ would rely on a secondary access which is the existing track towards Lotmead Farmhouse, off the Wanborough Road.

Wanborough Road

9.43 The first phase of development, up to 200 houses only, would be accessed from Wanborough Road. When the SCR is opened, all construction traffic would use that road and not Wanborough Road. Residents of the first phase, Wanborough Green, would continue to be able to use the access onto Wanborough Road after the SCR is open but they would also have access directly to the SCR via the north. Vehicles within the remainder of Lotmead would not have access to the Wanborough Road access and would have to use the SCR and the other two link roads to the north when built. It is anticipated that the access to Wanborough Road would be restricted so as to only allow use by the residents of the first phase, buses and registered taxis.

Southern Connector Road (SCR)

9.44 The Southern Connector Road would provide the main access to the site from the

south and for construction vehicles beyond phase 1. All residents of the completed Lotmead villages would have access to the SCR which would provide direct access to Commonhead Roundabout and then on to south Swindon, the A419 and the M4. The junction of the SCR with Wanborough Road when heading south from Lotmead would not allow a right turn on to Wanborough Road back towards Swindon; or a left turn towards Wanborough.

A420

9.45 The application proposes two accesses to the north, towards the east and west. The eastern access would link to Great Stall East, including its proposed secondary school. The western access would link to Symmetry Park and Great Stall West, including the district centre and Sainsbury's. The delivery of these routes are required at certain trigger points to accommodate traffic and provide access to services and facilities such as the Secondary School, district centre, employment land and the park and ride. Although the road links are programmed to be in the latter phases of the Lotmead development, an application has already been submitted and is being considered for Great Stall East, which may allow for an earlier delivery, particularly in relation to the eastern access.

NEV Framework Travel Plan

9.46 Paragraph 111 of the NPPF states *"All developments that will generate significant amounts of movement should be required to provide a travel plan".* The Travel Plan SPD outlines the requirements for travel plans within the NEV and identifies how sustainable modes of transport will be encouraged. It also offers developers of residential schemes the opportunity to pay a 'per dwelling contribution' to the Council to fund and undertake a number of initiatives as part of the implementation of the travel plan. In accordance with the Travel Plan SPD, an appropriate contribution would remove the requirement for any further residential travel plans to be submitted to the Council for approval. The planning obligation would ensure the travel planning requirements of the development are fulfilled.

9.47 By virtue of the proposed development being a large mixed use scheme, it is considered that the development will provide opportunities to enable residents to live and work within the same locality. The Lotmead Business Village will be retained and further employment uses are proposed within the site. In addition to this, key facilities such as the primary school, two local centres and recreational areas will all be within walking distance of most properties, in addition to those included at the proposed NEV District Centre and employment sites.

9.48 Given the overarching travel plan, which would include the provision of strategic bus service provision through the NEV; together with the development mix, positive physical measures within the Lotmead Masterplan and surrounding development areas, particularly with regard to cycling and walking, it would facilitate and encourage non car based journeys. The proposal would therefore achieve the sustainable transport objectives of LP Policy NC3 (b).

Addressing rat-running concerns

9.49 During the first phase of development of up to 200 houses, in the character area Wanborough Green, all access for construction vehicles and then the residents would be via the existing site entrance. The construction of subsequent phases would only commence following the opening of the SCR, which would then accommodate the construction vehicles for the development of subsequent phases. It is acknowledged that there would be an impact on the wider area, particularly during phase 1, but also to a lesser extent until the later stages of development when all proposed road links would be in place. However, the proposal includes a number of measures that seek to limit this impact.

9.50 Any planning permission would be subject to the submission of a Construction Management Plan. This would require the identification of construction vehicle routes to the site. It is envisages that these would arrive from the A419 to the north via White Heart Junction and Merlin Way so avoiding all but the first part of Wanborough Road and avoiding the village of Wanborough itself.

9.51 A traffic calming scheme for Wanborough Road, in the vicinity of Wanborough village, is being developed in order to help mitigate potential impacts from increased traffic movements from the NEV developments. As the traffic calming scheme would involve off site works, funding would be provided as part of the S106 package. Other housing developments served by Wanborough Road would also be expected to contribute. These works would be located to the south-west of the junction of Wanborough Road and the SCR and would be additional to the improvements that would take place between the Lotmead phase 1 site entrance, over the A419 crossing and on to Covingham.

9.52 When the SCR is built, it and the roads linking through the Lotmead development site to the A420 are shown to be aligned to reduce their attractiveness to through traffic, including passing through the commercial centres of the proposed villages; and appropriate speed restrictions would be put in place. In addition, the SCR junction with Wanborough Road has been designed to restrict traffic turning movements. As a result, vehicles heading south on the SCR from Lotmead would only have the ability to continue straight over the junction heading south on the SCR towards Commonhead. Turning on to Wanborough Road towards Wanborough or towards Covingham will not be possible and this would help to protect these existing communities from rat-running.

9.53 The Council is also leading on the delivery of improvements to Gablecross and the Police Station junctions; White Hart Junction; Nythe Road/Oxford Road; and Greenbridge Roundabout junctions along the A420/Oxford Road Corridor. The Council will also manage the delivery of improvements to Piccadilly and Coate Water Roundabouts to the west of the A420, along with Great Stall Bridge crossing the A419. Each of the Council led schemes (except for Great Stall Bridge) is programmed for delivery prior to the end of 2022 and hence network improvements will be delivered in advance of a significant and material number of houses being occupied at either the application site or across the wider NEV allocations.

9.54 The aim of each highway scheme will be to deliver junction and road improvements at specific locations, but collectively they would increase the capacity, reduce journey time delays and hence encourage drivers to use the A420 and A419 corridors and avoid rat-running in surrounding areas. The developers would provide timely and proportionate contributions to the highway schemes to mitigate their trip impact (the contributions for Lotmead are set out within the S106).

9.55 Highways England is satisfied that the initial phase of development could commence in advance of the strategic road improvements being completed but further phases would be dependent on the works being carried out. Highways England has recommended a number of conditions to limit occupations until critical highway infrastructure is complete to support the traffic generated from the proposed development. It is accepted that in the first phase, before the SCR is built, there would be impacts on Wanborough Road and surrounding villages. The traffic calming scheme and Construction Management Plan would help to limit this impact. The introduction of the SCR would provide a direct link to the site which would not impact on the surrounding villages and the design of its junction with Wanborough Road would further significantly reduce any initial impact as all construction vehicles and future residential traffic beyond phase 1, would not have access on to the Wanborough Road. This, together with the linkages throughout the NEV and the improvements to the surrounding road network and junctions, would provide more attractive options for residents; would remove the Lotmead Business Village traffic from Wanborough Road; and would discourage the use of the existing secondary access route as the new road infrastructure and the existing road network would provide more attractive alternatives in the longer term.

9.56 Subject to the above measures which would be secured by condition and through contributions included within the legal agreement, it is considered that the measures proposed would help to address concerns in the short term as effectively as possible. In the longer term, there would be an internal NEV road system; high levels of connectivity by a range of users; and upgrades to the wider road system, that would accommodate sustainable movement patterns, without unacceptable detriment to surrounding areas. The new road network and the improvements to the existing highway network would be likely to offer benefits by improving connectivity for the residents and businesses of the surrounding area. Although some initial impact on the Wanborough Road and surrounding villages would result, which must be considered to weigh against the proposal in the overall balance, the measures proposed in general and particularly in the longer term, would satisfy the requirements of LP Policies TR1(a), DE1 and NC3(b).

Other Matters

Residential Quantum, Phasing and Density

9.57 LP paragraph 5.90 states that it is anticipated that NEV development will progress broadly in a north to south direction supporting delivery of key infrastructure and achieving the critical mass around a new district centre and an express bus corridor. This development would be delivered over a number of years with only

the first 200 houses being built before the introduction of the SCR. The number of dwellings delivered each year would be dependent on the number of house builders building at any one time. The Viability Appraisal, submitted by the applicants, indicates that the proposed development is likely to be delivered over a 15-20 year period, equating to approximately 125-166 homes being built per year. The application site is located in an area expected to be developed by the LP from around 2021/22 (Lotmead) to 2025/26 (Lower Lotmead). The proposed development would therefore accord with the phasing identified within LP Policy NC3.

9.58 LP Policy NC3 requires a design led approach to housing density, leading to an overall average density of 40 dwellings per hectare. The Design and Access Statement (D&A) sets out that there will be a range of densities within the character areas, ranging from 20 – 55 dwellings per hectare (dph) which would result in an average in the region of 45dph. This figure is significantly reduced when taking into account the considerable areas of greenspace that would be incorporated into the site. The proposal is therefore considered to generally be policy compliant with regard to housing density.

Affordable housing

9.59 Affordable housing would be provided at 20% of the total (with a tenure mix at 50% rented and 50% shared ownership). This is the maximum achievable based on a comprehensive viability assessment which includes the provision of priority 1 and most of the identified priority 2 infrastructure requirements. Policy NC3 seeks compliance with LP Policy HA2 with regard to affordable housing. This has a target of 30% but is subject to an economic viability assessment. The provision would therefore generally accord with the numeric requirements of the policy and as the houses would be integrated within the overall design and layout, with a mix of tenures, it would also satisfy the locational and mix requirements.

Wheelchair Accessible Housing

9.60 LP Policy HA3 (Wheelchair Accessible Housing) within the Local Plan sets out the requirement that ‘Development proposals for 50 dwellings or more should provide at least 2% of the dwellings to be suitable of occupation by wheelchair users to ensure all delivered housing is of a high quality and there is a wide choice of housing available’. The supporting documentation accompanying the planning application and the agreed conditions confirm at least 2% of dwellings would be required to meet wheelchair accessible standard. The application is therefore considered to contribute towards the creation of an inclusive community and comply with Policy HA3.

Connectivity

9.61 All houses would be required by the agreed conditions to be provided with connectivity for broadband to enable improved connectivity and working from home in accordance with LP Policy IN3.

Community, Retail and Commercial Uses

9.62 Policy NC3 of the Local Plan states that *"a network of Local Centres that offer retail provision of a scale that meets the daily shopping needs of the communities they serve .."* will be established. Policies SD1, DE1, TR1, TR2, IN1, CM3 and NC3 require development to provide community facilities on site and reduce the need to travel. In order for the development to be sustainable, community facilities and services to meet the day-to-day needs of the new community should be provided on site or within walking distance of the site. The Design Guide SPD seeks to ensure developments provide high levels of accessibility and outlines the maximum walking distances required for residents to get to key facilities.

9.63 The submitted application proposes two local centres, both of which would be required by condition to provide between 200sqm and 400sqm of retail floor space (Use Class A1: Shops) and between 150sqm and 350sqm of floor space for financial and professional services; restaurants and cafes; and drinking establishments (Use Classes A2, A3 and A4).

9.64 A minimum of 340sqm of floorspace in each of the two community centres would be provided for Use Class D1 (non-residential institution) and Class D2 (assembly and leisure) uses. In addition, a sports pavilion and sports pitches would be provided and be associated with the second of the commercial centres. The provision for up to 2,500sqm of office floorspace would also be expected. Lotmead Business Village is located within the application site and would continue to provide for the existing businesses. These would be integrated into the first of the commercial centres and accessed from the SCR at that point.

9.65 This mix of units within the two centres would provide a range of facilities and services for the new residents which would comply with the requirements of Policy NC3 without being of a scale that would undermine the viability or vitality of other commercial centres which are protected by the requirements of LP Policies EC2 and EC3.

Health

9.66 The proposal would also include (within the S106) a financial contribution towards the provision of healthcare facilities which would be built in Great Stall West. This level of health provision would satisfy the requirements of LP Policy NC3.

Design, Layout and Masterplanning

9.67 A key theme within the NPPF is the creation of healthy and inclusive communities. It states that *"good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities"* (para 124). Overall, in design terms, it is clear that great weight will be given to outstanding or innovative designs and it is clear that planning permission should be refused if development is of poor design which fails to improve the character and quality of an area (paras 130 and 131).

9.68 LP Policy DE1 requires a high standard of design and includes a number of design principles that the development should meet. Policy SD3 states that detailed design submissions for all significant development proposals should be guided by an overarching design approach that is set out in design codes and/or framework plans. All major developments in Swindon, and in particular strategic urban extensions, which are defined as "New Communities" in the Local Plan (Wichelstowe, Commonhead, Tadpole Farm, Kingsdown and the NEV) are, or will be, subject to design coding condition(s) as part of the Development Management process. Design Codes are considered to be an essential tool in creating a high quality place where communities can evolve and thrive. Policy NC3 requires a high quality public realm in all areas and an extensive green infrastructure network, maximising opportunities for habitat connectivity and biodiversity, particularly along the River Cole corridor. The adopted 'Swindon Residential Design Guide' sets out detailed guidance for residential development.

9.69 The masterplan is clear that the new villages would be set within wider landscaped areas and these would benefit from significant tree planting in addition to the retention of existing trees and hedgerows. The site will also benefit from a substantial area of open space between the two villages and a green link to the west. These areas would contribute significantly to the amount of greenery and tree planting that would be undertaken. The proposal would provide for a high level of connectivity and permeability. The Council's Urban Design officer welcomes the strong and legible urban design strategy for the site. In particular, the Urban Design officer considers there is a robust relationship between the proposed development, the landscape character and green infrastructure that structures the fundamental principles and delivers the vision for the site, thereby achieving good urban design policy objectives.

9.70 The Design Code provides detail of the Central Parkland Corridor; Sports Hub; New Woodland and Biodiversity Zones; Green Links; Play and Recreation Areas. It is clear that these areas would contribute substantially towards maintaining and enhancing habitats and biodiversity in general whilst providing high levels of connectivity and good standards of community recreational facilities.

9.71 A number of distinctive development character areas have been outlined within the D&A statement. A Strategic Design Code (SDC) has also been produced which considers the more detailed aspects of the layout, design and landscaping. These supporting documents, together with the Green Infrastructure Parameter Plan, have been thoroughly reviewed by officers. The proposed character areas are considered to be appropriate to the existing characteristics and constraints at the application site. These principally relate to the land form, topography, landscape framework, established character, relationship to the existing urban edge of Swindon and the remainder of the NEV.

9.72 The Council's Urban Design Officer and Landscape Officers have reviewed and commented on the submitted plans that would inform the detailed design stage applications. Whilst this advice raises a number of issues that would need to be addressed at the detailed reserved matters application stage, the documents are sufficient to provide a relatively comprehensive level of detail that provides a good level of certainty that the detailed applications would have to meet high standards

of design to satisfy their clearly stated objectives. Although this proposal is in outline, the detail submitted is quite comprehensive and sufficient to indicate that high quality design in accordance with the requirements of LP Policies DE1, SD3 and NC3 and the Swindon Residential Design Guide SPD would be achieved.

9.73 The D&A Statement provides details with regard to building heights. Generally, there would be only 2 and 2.5-storey dwellings at the edges of the developed areas. Although these areas may accommodate marker buildings, set within the built area of up to 3-storeys, the Design Code establishes that the buildings towards the edge of the settlements would be orientated and designed to ensure that they provide clearly defined and outward facing edges to the development.

9.74 Within the heart of the development, heights may increase to 3-storeys more generally with a limited number of 4-storey marker buildings, generally located on the primary road routes. Three 5-storey marker buildings are shown in association with the village centres. The Design Code provides indicative detail of the village centres, including shared spaces, pedestrian priority areas and connectivity, including through green spaces, into surrounding areas. This approach and the wider connectivity would support the Access for All SPD requirements and the design expectations of Policy DE1.

9.75 This approach, generally keeping low density development to the edges of the villages and only including the higher densities at the village centres is considered appropriate and will help to ensure that the new settlements have a semi-rural character whilst also providing interest in relation to building heights and forms. The Design Code also goes into detail with regard to the expectations for character areas within the overall site to ensure that these offer differing characteristics whilst maintaining a cohesive overall design. This provides for six differing neighbourhoods and provides the key characteristics for each. The details with regard to accessibility and connectivity, together with the proposed details with regard to character areas, commercial centres and the treatments of parking within the residential and commercial areas, provides a high level of certainty that the reserved matters applications would have to meet a high standard of design to satisfy the Design Code requirements and satisfy the design objectives of the LP and NPPF.

9.76 LP Policy DE2 seeks to ensure that the design and layout of the proposed development demonstrates passive solar benefits in accordance with Policy DE1. All non-residential development would achieve the BREEAM Excellent standard whilst the housing would be required to meet the latest building regulations requirements. To accord with the new government initiatives in terms of electricity powered motor vehicles, provision for electrical charging points would be made throughout the scheme and a car share facility provided. These matters would be controlled by planning conditions to ensure that the development would accord with LP Policy IN4.

Flooding and Drainage

9.77 Paragraph 155 of the NPPF states that "*Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at*

highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere". As part of the plan making process of the Local Plan and in accordance with the NPPF, a sequential test was undertaken to determine the extent of the NEV strategic allocation in relation to flood risk. This included assessing the land to determine the most suitable sites for residential use/development. Further to this, the NPPF states that LPA's should *"ensure flood risk is not increased elsewhere"* and that *"within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location".*

9.78 Policy NC3 of the Local Plan seeks to minimise the risk of flooding within the development and at existing neighbouring communities. Further to this, Policy EN6 of the Local Plan seeks to minimise the risk and impact of flooding on the site and adjoining land. It also states that all developments must assess local flooding and drainage issues, and incorporate sustainable drainage systems (SuDS) where mitigation is required.

9.79 The SuDS Vision SPD provides guidance to inform planning applications, primarily focusing on the management of surface water. It sets out the concepts underpinning SuDS, the most effective techniques to use and ways they can be managed. SuDS seek to reduce the impact of development on sites and neighbouring land through the careful management of surface water discharges. The key features that can be used can include swales, attenuation ponds and wetlands, which can also be multi-purpose and provide wider benefits to the residents of the community and biodiversity. The inclusion of these features within areas of open space can also contribute towards the creation of a healthy community.

9.80 The applicants submitted a Flood Risk Assessment (FRA) as part of the Environmental Statement. An addendum to support the Flood Risk Assessment has also subsequently been submitted to address concerns raised by the Environment Agency and the Lead Local Flood Authority. The wider area of the site includes the floodplains of the River Cole, Dorcan Stream and Liden Brook. The floodplain of the Liden Brook has become disconnected from its channel and runs north following the route of a drainage ditch.

9.81 A floodplain restoration scheme, which primarily involves the lowering of a substantial area of land along the south-eastern edge of the development area, has been designed along the Liden Brook, to return its floodplain to the areas adjacent to its river channel. This is expected to result in landscape and ecological improvements as well as providing flood risk benefits, reducing flood risk downstream by 10mm at the A420 Acorn Bridge.

9.82 The Phase 1 area of development already lies outside the floodplains in Flood Zone 1. At present, the area along the drainage ditch that is taking flood water from the Liden Brook, lies within Flood Zone 2. However, with the floodplain restoration in place, all the proposed development area including the Sports Hub and landscaping areas within the development, will be located within Flood Zone 1. The development is shown to have negligible impact on flood risk upstream of

the site and would reduce flood risk downstream.

9.83 The FRA provided details of the proposed SuDS surface water drainage strategy to demonstrate that there would not be an increase in the rate of surface water runoff from the Site. This utilised swales and basins with outlet controls into the adjacent watercourses. The use of SuDS is deemed important as a form of surface water drainage management for the site and is required by Policy NC3.

9.84 The FRA addendum amended the SuDS proposals to a form that would provide for improved designs within the development areas. These improvements form part of the Strategic Design Code which provides an overarching development framework that can be expanded upon at detailed design stages (reserved matters). In terms of the drainage design, the design principles focus on establishing the key strategic infrastructure, rather than detail of the built form.

9.85 The SuDS drainage system would be provided outside the flood risk areas and based on the amended FRA, would be made up of shallow above ground conveyance features throughout the development, utilising natural drainage routes and existing drainage features. Source control features such as raingardens, permeable paving, green roofs or swales, would be prioritised in the first instance. The exact features, including their locations, would be determined at the detailed design stage. The strategy seeks to prioritise the use of source control features such as raingardens, permeable paving etc and then drained swales within the developed area to provide conveyance and attenuation storage. Attenuation basins and ponds to provide attenuation storage would be utilised where the above features would not offer sufficient capacity.

9.86 All existing watercourses would be retained post-development and the attenuation features would be designed to have capacity to deal with any residual risk related to blockage or extreme rainfall events (in excess of the 1 in 100 plus climate change event). Each rainfall catchment area would comprise of a minimum of two SuDS components to attenuate and improve water quality prior to discharging into the adjacent watercourse.

9.87 The design would ensure that run off would be limited to greenfield rates up to and including 1 in 100 plus climate change events. Additional ecological and biodiversity benefits would be provided within SuDS such as planting, reed beds and varying permanent water depths where feasible. The provision of swales, ditches, permeable paving or other forms of SuDS would be in accordance with the ‘SuDS Vision for New Eastern Villages (NEV) Supplementary Planning Document’ (SPD).

9.88 Particular measures would be required to further enhance drainage and reduce flood risk. Finished floor levels of buildings would be set no lower than 300mm above a flood risk level which includes an appropriate allowance for climate change. A River Corridor Survey would be undertaken and enhancement of the watercourses carried out within the specific development phases. A scheme for the provision and management of an ecological buffer zone alongside the River Cole and its tributaries would be provided and implemented. Any bridge crossing would be clear single span with raised soffits so there would be no net loss of

floodplain storage and therefore no increase in flood risk. Flood relief culverts would be constructed, if required, to maintain flood conveyance flows.

9.89 A long term management plan for the drainage systems is set out in the FRA. Conditions would require a management and maintenance plan to ensure the systems continue to function effectively with the final strategy for adoption of SuDS and SuDS maintenance plan, including a maintenance schedule and details of easements and outfalls for the drainage system, to be produced at the detailed design phase, once the full details of the SuDS features to be incorporated into the site have been finalised.

9.90 The Environment Agency and the Lead Local Flood Authority have considered the full submission and amendments provided with the application and are satisfied that, subject to conditions, the proposal would be safe and would not increase flood risk and would not detrimentally affect third parties, in accordance with the objectives of the NPPF, LP Policies NC3 and EN6 and SuDS Vision SPD.

Water and Sewerage Infrastructure

9.91 Thames Water indicate that the existing waste water and water supply infrastructure is unable to accommodate the requirements of the proposed development. However, strategic improvements are proposed to the existing networks to ensure the NEV strategic allocations can be accommodated. Thames Water have suggested conditions that would prevent occupation of dwellings until appropriate facilities are in place. This would satisfy LP Policy IN2 which seeks to ensure development proposal take account of the capacity of existing off-site water and sewerage/waste water treatment infrastructure.

Residential Amenity

9.92 The site includes a number of dwellings and business premises within it and also a number of properties just beyond the site boundaries. As the overall site is to be developed in phases, each reserved matters application would need to address individual impacts on the closest properties.

9.93 A condition would require a Construction Method Statement which would include a full range of matters to be set out for each detailed application including measures to control the emission of dust, smoke, fumes and debris; a method statement for the control of noise and vibrations, including pile driving; and a traffic management plan, which would include construction vehicle routes to and from the site. Limitations on construction hours would also be imposed.

9.94 The above requirements would generally ensure that the site would be appropriately managed during the construction phase in order to minimise impacts on surrounding land owners and would minimise pollution and ecological damage. There would also be a requirement for a waste audit which would ensure that waste was minimised, transported and disposed of appropriately in order to satisfy Policy WSC6 of the Wiltshire and Swindon Waste Core Strategy.

9.95 The properties closest to the access would require particular attention as the

improved access on to Wanborough Road would accommodate the first phase of construction traffic. The properties in the vicinity of Lotmead Farmhouse and the industrial units would benefit from the changes to the access as the proposed new route into the site would not be along the tree lined avenue and would move activity away from these properties.

9.96 The two dwellings closest to the access would have the closest relationship with both the changes to the access and the construction traffic that would use it. The gardens of these properties would be reduced to accommodate the footpath alongside the access. The widened carriageway would however extend to an area opposite the properties so moving exiting vehicles further from the dwellings. Whilst pedestrian would be closer to the dwellings, the nearest vehicles entering the site would remain a similar distance from the dwellings as the current situation. This distance from the carriageway to the nearest windows of the properties would remain between 9 and 10 metres at the nearest points, although the over-run area for larger vehicles would be slightly closer.

9.97 Subject to these properties having the height of the boundary fences increased from the current 1.3 metres to 1.8 metres, the revised proposal would not result in privacy concerns with regard to passing pedestrians. Given that the proximity of vehicles would not materially change and the distance from exiting vehicles would increase, this relationship would remain acceptable despite the increase of traffic movements during the construction phase, given the time limits imposed on the operation of the site. Limiting the junction to the first phase of residential properties and buses post construction, together with the prospect of commercial vehicles accessing the Lotmead Business Village from the SCR in future phases, would ensure that the impact on the residents of these properties would remain acceptable and satisfy the requirements of LP Policy EN7.

9.98 Conditions would be imposed that would require that new dwellings would have adequate noise resilience when close to non residential properties and further conditions would ensure that noise from commercial premises, including any extraction and ventilation systems, would be adequately controlled.

9.99 Overall, the construction phase would be controlled for each reserved matters application to ensure that noise exposure and dust creation would be managed; privacy of existing residents would be maintained; and any potential impacts from contaminated land would be avoided. During the occupation of phase 1 and the subsequent phases, building standards with regard to noise and conditions to limit noise production from commercial properties would ensure that a good quality living environment was created in accordance with LP Policy DE1.

Contamination and pollution

9.100 The previous land uses do not generally indicate that there should be any concerns with regard to contamination. One exception to this is an area to the west of the Lotmead Business Village where some activities have been identified that may have resulted in ground contamination. A condition to ensure that this would be adequately dealt with, along with any other unexpected areas of contamination that may be found, would ensure that the land was suitable for

development in accordance with LP Policy EN9 and the NPPF.

9.101 Conditions would also require the submission of a Construction Environmental Management Plan for each phase, which would describe and set out measures and good practice to avoid or minimise construction stage ecological effects occurring to habitats and faunal species in accordance with LP Policies EN4 and NC3.

Landscape and Visual Impact (LVIA)

9.102 Policy EN5 of the SBLP deals with landscape character and historic landscape. The policy states that the intrinsic character, diversity and local distinctiveness of landscape within Swindon Borough shall be protected, conserved and enhanced and that development shall only be permitted where it satisfactorily takes account of landscape character. Furthermore, development that impacts upon the landscape character and the North Wessex Downs Area of Outstanding Natural Beauty will be required, in specific circumstances to prepare an LVIA. This approach is applicable to this development proposal to ensure that sufficient measures are taken to protect, conserve and enhance the landscape character at this location.

9.103 The entire site lies within the Vale of White Horse Landscape Character Area (LCA). The application is accompanied by a Landscape and Visual Impact Assessment (LVIA). The LVIA recognises that there would be a significant change to the landscape as a result of this development and that it would not be possible to mitigate all significant adverse landscape and visual effects given the scale of development.

9.104 The Illustrative Masterplan shows the proposed development as two villages structured by green corridors that will soften the edges of the proposed development. The green corridors are largely determined by the areas of flood plain. This is in broad accordance with the design principles for the NEV. This application also demonstrates how the proposed green infrastructure will provide sufficient enhancement and mitigation to create a strong sense of place and local identity, as detailed in the Open Space and Landscape Framework section of this report.

Ecology and Tree Protection

9.105 Policy EN1: ‘Green Infrastructure Network’ of the SBLP advises that development shall protect and enhance green infrastructure and assets. Appendix 4 of the SBLP identifies green infrastructure typologies including amongst others items such as biodiversity sites, country parks, trees and hedgerows, outdoor sports facilities, rights of way, landscape character and water bodies. Policy EN1 of the SBLP requires development to provide for the protection and integration of visually or ecologically important existing trees, hedges and woodlands and irreplaceable habitats such as ancient woodland. Development shall provide and design green infrastructure to integrate with existing green corridors.

9.106 Policy EN4: ‘Biodiversity and Geodiversity’ of the SBLP states that development

will avoid direct and indirect negative impacts upon biodiversity and geodiversity sites. All development shall protect and enhance biodiversity and provide local biodiversity gain. Policy EN7: 'Pollution' of the SBLP states that development that may adversely affect vulnerable wildlife habitats shall only be permitted where there is no significant loss of amenity for existing land uses or habitats.

9.107 TPO No. 1 2014 covers the whole of the application site and includes individual and grouped trees within the site that are to be retained.

9.108 TPO No. 1 2016 covers the avenue of trees from Wanborough Road along the private access to the Lotmead Business Village and are considered a significant landscape feature.

9.109 The necessary tree and ecology surveys have been carried out and are presented in the ES and ES Addendum. Of the 267 trees identified, 233 will be unaffected by the proposed development. 22 items will be lost to enable the development proposal and 12 items (including groups of trees and hedgerows) will be removed or breached. New tree planting to replace the lost trees at a ratio of 2:1 will be undertaken. In addition, 17.14 hectares of new woodland will be created that contributes to the objectives of the Great Western Community Forest. The Council's Arboricultural Officer welcomes the new woodland. However, further work was required to provide the information necessary to clearly show the trees affected, in particular those near the Wanborough Road access. In addition, the proposed Ecological Mitigation and Management Framework (EMMF) omitted support for features of arboricultural value. Following this, the EMMF was revised and an addendum to the Arboricultural Impact Assessment was submitted to address the concern raised.

9.110 The ecology surveys carried out have identified the presence of protected species including great crested newts, dormice and bats, The submitted EMMF provides the framework for how the site will deliver ecological mitigation and management. This is not limited to the identified biodiversity zones and covers the entire site. The framework brings together various plans and documents including the Design and Access Statement, the Green Infrastructure Parameter Plan and the Ecological Impact Assessment to demonstrate how the site will achieve biodiversity gain. The EMMF sets out the principles to inform the detailed information that will come forward through the Landscape, Ecological and Arboricultural Management Plans (LEAMP) required for subsequent approval for the reserved matters applications. The Council's Consultant Ecologist recommends that the EMMF should include further details, however, these can be secured by planning condition.

Designated Wildlife Sites

9.111 The Environmental Statement states that no part of the site is covered by any statutory designations of European/International or national value. With respect to European/International designations there are four Special Areas of Conservation (SACs) situated at least 13km from the Site. With respect to national designation four Sites of Special Scientific Interest (SSSIs), designated for their ecological interest, are situated at least 4km from the Site. The Environmental Statement

considers that no significant adverse effects upon the integrity of these SACs or SSSIs will arise as a result of the development.

9.112 The ES considers that the proposed development will have no significant adverse effects upon the integrity of these SSSIs. Officers also consider that there would be no adverse effects due to the distance between the SSSIs and the application site.

9.113 The Council's Consultant Ecologist and Natural England expressed comments in relation to the impact from this site on the North Meadow and Clattinger Farm Special Area of Conservation (SAC). Natural England state "*emerging evidence of recreational impacts to the SAC, the scale of the development (2,500 dwellings), its close proximity to the impacted area of the SAC (circa 13 minutes driving time), and the relative lack of green infrastructure provision compared to that proposed in the masterplan, we advise that the development is subject to a Habitats Regulation Assessment, despite it being over 10km from the site*", (Natural England email dated 4th July 2019). The first step of the HRA would be to screen for likely significant effect and if significant effects cannot be ruled out, an Appropriate Assessment will be required. The submitted ES concluded that owing to the distance between the application site and the SAC, the development would not have likely significant effects upon the SAC and therefore no further assessment is required. Officers agree that no further assessment is required given the distance from the site being over 10km. Following the submission of the application, Natural England submitted further responses, the most recent being further information in an advice note in relation to the SAC itself and the mitigation measures that are required to limit the impact from recreational pressures. Natural England also advised that they are advising the Council more generally regarding Habitats Regulation Assessments of the development impacts on the North Meadows and Clattinger Farm SAC.

Great Western Community Forest (GWCF)

9.114 The GWCF covers the whole of Swindon Borough, extending into Wiltshire and Vale of the White Horse District. The benefit of Community Forests is directly referred to in paragraph 92 of the NPPF which states: *"Community Forests offer valuable opportunities for improving the environment around towns, by upgrading the landscape and providing for recreation and wildlife. An approved Community Forest plan may be a material consideration in preparing development plans and in deciding planning applications".*

9.115 The adopted Forest Plan objectives for the Swindon Forest Area include increasing tree cover to a minimum of 35% land area and supporting an integrated planning approach to new development incorporating significant environmental, social and economic gains for the community. One of the primary principles of the adopted Community Forest Plan is planting new forest. This can be achieved through a combination of on-site planting and / or provision of financial contributions towards off-site mitigation. This is particularly relevant in circumstances where the scale of development is such that landscape mitigation is necessary at a distance from the development site to 'settle' the development into the landscape. New and extensive woodland planting will be required within

the NEV and non-coalescence area for recreation and mitigation of the visual impact of the new development, particularly when viewed from nearby villages and the North Wessex Downs Area of Outstanding Natural Beauty (AONB).

9.116 Policy EN2 of the Local Plan requires development to contribute directly towards the objectives of the Great Western Community Forest (GWFC). This will be achieved by ensuring a net increase in tree cover through planting; the creation or enhancement of habitats for biodiversity; and by providing access for local communities to the new and local woodlands. The proposed development will contribute towards the GWCF objectives through the provision of on-site tree planting. It would be expected that it would also make a financial contribution. However, this would not be possible given the viability challenge and this is considered further in the S106 section below. However, based on the scale of on-site provision (17.14 hectares) the proposal is considered to generally accord with the requirements of Policy EN2.

Wilts and Berks Canal

9.117 The Local Plan supports the long term ambition of linking the Wilts and Berks Canal to the River Thames by safeguarding a route between Commonhead and Acorn Bridge. The Local Plan acknowledges that the indicative route shown on the NEV indicative Masterplan would be subject to further definition as a result of work undertaken in partnership with stakeholders. The proposed route is the same as an amended scheme considered during the 2015 appeal and is similar to the alignment promoted by the Wilts and Berks Canal Trust shown on the SPD Masterplans. The difference is that the alignment runs approximately 30m to the north to avoid the floodplain. The Trust has no fundamental objection, on the proviso that the proposed enlargement of the flood storage zone alongside Liden Brook should not compromise the canal route; and that the point of exit from the applicant's land at the southwest can be revised to reduce the impact on the adjacent developable plot. This change was noted in the Inspector's report were it was accepted that such a revision could be made at the detail design stage. This remains the case and it is considered that the alignment complies with LP Policies NC3 and EN11.

Section 106 requirements

9.118 Policy NC3 of the Local Plan identifies the required infrastructure to mitigate the impact of the NEV strategic allocation, including highways and public transport improvements, education requirements and community and leisure facilities. The adopted NEV Planning Obligations SPD provides more detailed advice and guidance to implement the objectives of the Local Plan, in particular Policies SD3, IN1 and NC3. The SPD sets out the necessary infrastructure required to support development proposals at the NEV in the interests of achieving sustainable and comprehensive development. The SPD also outlines the mechanism for securing the required infrastructure and a method of apportioning the cost of strategic / shared infrastructure items where appropriate.

9.119 In accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010, planning obligations should meet the following three tests as

follows:

a) that it is necessary to make the development acceptable in planning terms;
b) that it is directly related to the development; and
c) that it is fairly and reasonably related in scale and kind to the development.

9.120 In accordance with the guidance within the Planning Practice Guidance and the NPPF the Council is required to consider the impact of planning obligations on the proposal. The financial viability of the individual scheme should be carefully considered and if the applicant is able to demonstrate to the satisfaction of the Local Planning Authority that the development is unviable, the Council should be flexible in seeking planning obligations.

9.121 On the basis that outline planning applications for over 5,000 homes have been submitted to the LPA, it is apparent that Framework S106 Agreement for the overall NEV allocation will not be achieved. In the absence of this, s106 negotiations are necessary on a site by site basis. In support of the Local Plan and the NEV Planning Obligations SPD, the NEV IDP Prioritisation Matrix is intended to provide a framework for these negotiations, where viability has been independently tested, to ensure comprehensive and sustainable development.

9.122 The Council has carried out a number of independent viability assessments to inform the Local Plan and supporting planning policy documents, and is seeking to secure additional external funding where relevant to accelerate housing delivery. In consultation with service areas, the NEV IDP Prioritisation Matrix ranks the infrastructure requirements detailed within the NEV Planning Obligations SPD, in order of importance. This then informs consideration of which infrastructure items should be satisfied first in the event of a viability challenge.

9.123 The applicant initially submitted a viability appraisal which asserted that the proposed development was not viable with the requested S106 package and affordable housing contribution. The applicant's viability appraisal has been independently assessed by White Land Strategies Ltd which concludes that if the planning authority imposes on the developer a package of full S106 contributions equalised in line with the Planning Obligations SPD and the 30% requirement of affordable housing provision, in accordance with the Local Plan, the development scheme will not deliver a profit margin to the developer to make the scheme economically viable.

Housing

9.124 Policies HA2 and NC3 of the Local Plan require affordable housing to be provided on site. As detailed earlier within the report, a total of 500 affordable homes (20%) have been secured at a tenure mix of a 50/50 percentage split in terms of Rented and Intermediate.

Education

9.125 LP Policies CM1 and NC3 set the estimated needs for the provision of education within the borough, and more specifically at the NEV. The Planning Obligations

SPD outlines the cost for the two primary schools. A sum of £6,500,000 is secured for each of these two primary schools.

9.126 LP Policy NC3 requires the provision of at least 8FE of secondary school provision at the NEV, whilst the adopted Masterplan within the Planning Obligations SPD identifies a suitable site for the secondary school. Due to the secondary school being proposed to be located at a different village within the wider NEV strategic allocation, there is a requirement to equalise the land value of the school amongst the development of all residential development. The development generates a requirement of 1.67 forms of entry of secondary school provision and therefore will provide the full financial contribution of £809,443 towards the land and £7,162,700 towards the construction and fit out of the new secondary school.

Green Infrastructure, Open Space, Public Art and Community Forest

9.127 LP Policies EN1 and EN3 require new developments to provide the appropriate level of GI and open space, to meet the recreational and social needs of the communities. The D&A Statement states that the "*total area of publicly accessible green space would be 91.76ha*" (Chapter 4, page 69). As detailed earlier within the report, this application secures and exceeds the provision of the required quanta of GI, incorporating open space, allotments, children's play facilities and outdoors sports facilities. The details of the proposed Sports Hub will be required, including the parking, storage, changing facilities and the appropriate pitch layouts. The developer or subsequent land management entity will undertake the implementation and maintenance of these areas. The Section 106 agreement will take a flexible approach to ensure that if a Parish Council wish to take on the land in the future this can be accommodated where appropriate and agreed.

9.128 LP Policy EN2 requires development to contribute towards the objectives of the Great Western Community Forest (GWFC) to mitigate the impact of the proposed development on the environment. The evidence base to secure financial contributions to the GWCF is detailed in the infrastructure requirements, which accompany the NEV Planning Obligations SPD. The proposal includes considerable areas of new woodland planting within the surrounding land areas that would contribute towards the coverage required within the community forest; and also planting within the development area. This application proposed a total amount of 17.14ha of new woodland, hedges and trees. It would not however, for viability reasons and being a priority 3 requirement, provide the contribution of £419,312 sought by the SPD (the residual amount of financial contributions required taking into account the scale of onsite delivery of woodland), unless additional funding from external sources is received for the other infrastructure projects.

9.129 Policies DE1 and NC3 of the Local Plan require high quality development and public realm to enhance the quality of the physical environment, reinforce distinctiveness and contribute to a sense of place. The NEV PO SPD requires a contribution of £609,668 towards Public Art. This is a priority 3 requirement as stated in the NEV IDP Prioritisation Matrix. Securing this contribution was not possible due to the viability challenge identified for this application. However, the approach to public art and the design interventions within the character areas is

required to form part of the 'Character Area Design Codes' to support enhancement of the public realm and deliver high-quality design.

Transport

9.130 The NEV Planning Obligations SPD identifies a number of local and strategic needs, including those specific to Lotmead. The delivery of the overall NEV strategic allocation is dependent on the delivery of the strategic transport package. By virtue of the proposed development being part of the wider NEV strategic allocation, a contribution proportionate to the size of the proposed development, has therefore been sought, and secured towards White Hart Junction improvements (£8,740,363), the Southern Connector Road (£5,622,947), Great Stall Bridge (£4,591,836), A420 improvements (£1,535,259) and west of A419 works (£2,358,964).

9.131 A contribution towards the traffic calming measures and traffic management works associated with Wanborough Road to assist in reducing the impacts of traffic on Wanborough and surrounding villages has been put forward as a priority 1 requirement with a contribution of £340,000.

9.132 This application proposes a number of enhancements towards public transport at the NEV to maximise sustainable modes of transport, achieve modal shift and reduce the volume of traffic on the wider highway network. These include contributions towards a park and ride site, bus service provision and the NEV Framework Travel Plan. This application secures the full contribution towards bus service provision of £1,901,250 owing to this being priority 1 infrastructure (NEV IDP Prioritisation Matrix). The new park and ride site identified on the NEV masterplan is to be located within Great Stall East on the eastern edge of the NEV. This application secures the contribution required towards the land for the proposed park and ride site (£237,656). However, securing the contribution towards the construction of the park and ride site (£1,608,774) was not possible due to the viability challenge. It is anticipated that this provision would be achieved by other means. Similarly, securing contributions towards the Express Bus Route improvements was not achievable.

9.133 The Travel Plan SPD sets out objectives and measures necessary to comply with Policies TR1, TR2 and NC3 of the Local Plan. A commitment to provide either a travel plan or sign up to the Travel Plan is required to achieve modal shift, whilst the contribution is proportionate to the number of dwellings proposed within the development. The applicants have agreed to provide the appropriate contribution of £680,331 towards the NEV Framework Travel Plan, in accordance with the SPD.

9.134 The comprehensive and coordinated delivery of the NEV as a whole is dependent on the provision of highway, pedestrian and cycleway links throughout the development, as well as connections to adjacent land and services. The developer will deliver the highway connections to the edge of the application site including a walking and cycling network to enable public access through the site and connections with other NEV villages and the existing highway network. In addition, contributions towards the NEV Bridge Vision SPD is secured, although

the figure is adjusted down from £1,497,234 to £809,847 due to the developer providing one of the bridges, the cost of which has been included within the financial viability assessment.

Community Facilities

9.135 The NEV Planning Obligations SPD and Policy NC3 identify the need for a strategic health care facility to meet the demands generated by the NEV strategic allocation, which will likely be located at the NEV District Centre. This application secures the contribution of £2,468,139 towards the land and construction of the proposed medical centre. This is a considerable contribution towards the delivery of health care provision within the NEV. Contributions towards a leisure facility, library and nature park which are all priority 4 requirements could not be met due to the viability challenge.

Utilities and Waste

9.136 Policy WCS6 of the adopted Wiltshire and Swindon Waste Core Strategy requires that developments be designed and provide facilities for occupiers of the development to recycle/compost waste and/or facilities within individual or groups of properties or premises for the source separation and storage of waste types for recycling and/or composting. The submitted ES indicates that there a number of opportunities to minimise waste. These mitigation measures including the segregation, recycling and disposal of all construction wastes and the provision of facilities within the propose development to encourage composting, recycling and appropriate disposal of household waste. A planning condition is recommended to require details with each reserved matters application to ensure the implementation of the above measures. This application secures a contribution of £360,921 towards the delivery of on-site dwelling waste and recycling.

9.137 As detailed earlier within this report, appropriate financial contributions and affordable housing are proposed to mitigate the impact of the proposed development. Furthermore, the S106 will include a ‘claw-back’ clause so that in the event that any additional funding from the Local Growth Fund and/or Housing Infrastructure Fund (HIF) is secured, the level of affordable housing and/or infrastructure package will be increased. A table identifying the infrastructure that has not been achieved, due to viability reasons (the shortfall), will be included in the S106 legal agreement to assist the recovery of external funding. The shortfalls are identified in Appendix B.

Summary of infrastructure provision

9.138 Based on the independent viability appraisal and in accordance with the policy requirements, the applicant is able to deliver a reduced percentage of affordable housing (20%) and a package of contributions that meet all of the priority 1 and most of the priority 2 requirements. This would ensure satisfactory mitigation of the impact of the development, in accordance with the NPPF and Local Plan polices such that the scheme is financially viable. The details of the package are set out below. It is considered that the s106 package in totality is compliant with the tests under Regulation 122 of the CIL Regulations 2010, and is required to

mitigate the impact of the development. Taking into account all material considerations, officers recommend that the package is necessary to make the development acceptable in planning terms; is directly related to the development; and is fairly and reasonably related in scale and kind to the development.

9.139 The table below summarises the agreed level of affordable housing and financial contributions in terms of the infrastructure area. A full list is included at Appendix B (attached to this report).

Infrastructure Area	**Contribution Secured**
Affordable Housing	20% (500 homes)
Education	£20,972,143
Transport (including NEV links and public transport)	£26,745,993
Health	£2,468,139
Waste	£360,921
Total	**£50,547,196**

9.140 Infrastructure items delivered at additional developer cost:

- Provide footpath improvements and traffic management between the entrance of the site and the crossing of Wanborough Road of the A419 to improve pedestrian and bicycle access towards Covingham.
- The provision of facilities associated with the Sport Hub and the provision of play areas.
- The provision of two fully serviced primary school sites each measuring 2.2 hectares in area.
- The construction and dedication as highway maintainable at public expense of a new road connection between the NEV villages, including Redlands, Great Stall East, Upper Lotmead and Symmetry Park.
- The provision and dedication as highway, a walking and cycle network and improvements that integrate with existing networks and provide good connectivity within the development and to the surrounding area incorporating commuting and recreational routes.
- On-site serviced infrastructure (gas, electricity, ICT and telecommunications).
- Provision of fire hydrants and water supply for firefighting.
- The construction, management and maintenance of SUDs required on-site.
- Provision of strategic parkland contributing towards the ‘River Meadows’ as defined in the NEV Green Infrastructure SPD.

10 Concluding Comments

10.1 There is an acknowledged need to meet the Borough’s housing and economic requirements for growth in accordance with the Swindon Borough Local Plan 2026. The application is in conformity with the Local Plan, being an important and significant part of the NEV strategic allocation. It also meets the detailed requirements of the Local Plan in terms of demonstrating sustainability and broad compliance with relevant policies, including that it will satisfactorily mitigate the overall impacts of the development. Therefore, the application is recommended

for approval, subject to conditions and the securing of necessary infrastructure, facilities and financial contributions by means of a legal agreement.

11 Recommendation

11.1 That the Head of Planning, Regulatory Services and Heritage be authorised to **GRANT** outline planning permission:

(a) Completion of a legal agreement to secure the planning obligations that are material to the decision (as set out in paragraphs 9.118-9.140 of this report); and,

(b) The planning conditions set out in this report, with delegated authority to make reasonable amendments, additions or omissions to those conditions before issuing formal consent as may be necessary.

11.2 The applicant has agreed to extend the period in which the application can be determined until 12th June 2020. In the event that a further extension(s) of time is not forthcoming to enable the planning obligation to be completed and the decision issued, the Head of Planning, Regulatory Services and Heritage be authorised to refuse the application for the following reason:

The proposal does not comply with policies NC3, IN1, SD3, TR1, TR2 and EN2 of the Adopted Swindon Borough Local Plan 2026 and the provisions of the National Planning Policy Framework (NPPF), as an infrastructure package to mitigate the impact of the development has not been secured by means of a planning obligation and / or planning condition, so as to meet the infrastructure needs arising from the development.

Conditions

General and masterplanning

1. **Reserved Matters**
   No development shall commence on each phase or sub phase until details of the layout, scale, appearance, access (other than the access from Wanborough Road) and landscaping (hereinafter called "the reserved matters" for that phase or sub phase have been submitted to and approved in writing by the local planning authority. Development shall be carried out as approved.
   Reason: The planning permission granted is in outline and to accord with section 92 of the Town and Country Planning Act 1990.

2. **Timing of Reserved Matters**
   Application for approval of the reserved matters for the first phase of development shall be made to the local planning authority not later than 3 years from the date of this permission. Reserved matters for all other phases shall be submitted to the local planning authority no later than 15 years from the date of this permission.
   Reason: To enable the local planning authority to review the suitability of the development and in accordance with section 92 of the Town and Country Planning Act 1990.

3. **Time Limit for development**
   The development hereby permitted shall commence no later than 2 years from the date of the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.
   Reason: To enable the local planning authority to review the suitability of the development and in accordance with section 92 of the Town and Country Planning Act 1990.

4. **Approved plans**
   The development hereby permitted shall be carried out in accordance with the following approved plans, unless otherwise varied by details submitted to and approved in writing by the local planning authority in accordance with the conditions of this planning permission:
   - Application Boundary Plan (Drawing No. PL1461.1-PLA-00-XX-DR-U-0001-S4-P01; received 12th April 2019);
   - Land Use Parameter Plan (Drawing No. PL1461.1-PLA-00-XX-DR-U-0003-S3-P02; received 2nd September 2019);
   - Green Infrastructure Parameter Plan (Drawing No. PL1461.1-PLA-00-XX-DR-U-0005-S4-P04; received 20th February 2020);
   - Building Heights Parameter Plan (Drawing No. PL1461.1-PLA-00-XX-DR-U-0006-S4-P04; received 29th November 2019);
   - Movement Parameter Plan (Drawing No. PL1461.1-PLA-00-XX-DR-U-0006-S4-P03; received 29th November 2019);

- Density Parameter Plan (Drawing No. PL1461.1-PLA-00-XX-DR-U-0007-S4-P02; received 2nd September 2019); and
- Wanborough Road Access Plan (Drawing No. 27970/003 Rev L; received 2nd September 2019).

Reason: To define the scope of the development and to ensure the development is within the parameters that were subject to an environmental impact assessment. In accord with Policy NC3 of the Swindon Borough Local Plan 2026.

5. **Illustrative Masterplan**
All reserved matters shall be in broad accordance with the Illustrative Masterplan (drawing no. PL1461.1-PLA-00-XX-DR-U-0002-S4-P02; received 2nd September 2019).

Reason: In the interest of the proper planning of the area and to provide a high standard of design. In accord with Policy NC3 of the Swindon Borough Local Plan 2026.

6. **Scale of Development**
The development hereby permitted shall comply with the following development parameters:
• The residential content of the development shall not exceed 2,500 dwellings.
• There shall be a minimum of 340 sq m of gross internal floorspace in each of the two community centres (which excludes land in use as a primary school) for uses within Class D1 (non residential institution) and Class D2 (assembly and leisure) as defined in Part D in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).
• Two sites, each site being a minimum of 2.2 ha, shall be provided for the development of two, 2 form entry primary schools. The floorspace provided in these schools shall not be included in the community centre use floorspace detailed above.

Reason: To define the scope of the development and to ensure the development is within the parameters that were subject to an environmental impact assessment. In accord with Policy NC3 of the Swindon Borough Local Plan 2026.

7. **Retail floorspace**
Retail floorspace falling within Class A1 of Part A in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) shall not exceed 600 sq m. Within each local centre, there shall be a minimum of 200 sq m of Class A1 floorspace. After first development, the floor areas shall be retained within the Class A1 Use Class notwithstanding any provision within the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification).

Within the development overall, the gross internal floor space falling within Classes A2, A3 and A4 of the aforementioned Part A in the Schedule to the Order shall not exceed a cumulative total of 500 sq m. Within each local centre, there shall be a minimum of 150 sq m of Classes A2, A3 and A4 floorspace. Notwithstanding any provision within the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) these floor areas shall remain within Classes A2, A3 and A4 at all times thereafter.

Reason: To limit the scale of commercial development in this out of centre location to protect the vitality and viability of Swindon Town Centre and the hierarchy of centres; and to ensure that each local centre has an appropriate mix of uses in order to promote sustainable development. In accord with Policies EC3 and NC3 of the Swindon Borough Local Plan 2026.

8. **Office floorspace**
Within the development site, the total gross internal floorspace falling within Class B1 in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) shall not exceed 2,500 sq m. After first development, the floor areas shall be retained in the approved Class B1 use, notwithstanding any provision within the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification).

Reason: To define the mix of uses to ensure the employment provision complements the allocated employment site within the NEV and the role of the Town Centre. In accord with Policies EC2 and NC3 of the Swindon Borough Local Plan 2026.

Phasing, Design Codes and Public Art

9. **Phasing Details**
Prior to the submission of each reserved matters application, a phasing programme and plan shall be submitted to and approved in writing by the local planning authority to show how the development shall be implemented in phases or sub phases. The phasing programme shall include the following elements:
a) The development parcels.
b) Major distributor roads/routes within the site, including a defined hierarchy of the road network, the timing of provision and opening of access points into the site.
c) Phased access strategy delivery and associated phased housing delivery.
d) Pedestrian / cycle connectivity and public transport to committed and emerging parcels of development within the New Eastern Villages.
e) Alterations to public transport routes to accommodate the defined phases of development within the site.
f) Local centres and community facilities, including car share space provision.
g) The safeguarded route for the canal.
h) Strategic foul and surface water features and sustainable drainage systems.
i) Strategic landscaping, recreation and open space.
The development shall be carried out in accordance with the approved phasing and timetable.

Reason: To ensure the coordination and delivery of infrastructure provision for the new community. In accord with Policies IN1 and NC3 of the Swindon Borough Local Plan 2026.

10. **Character Area Design Code**
A Design Code relating to each Character Area, as defined in the Strategic Design Code, shall be submitted to and be approved in writing by the local planning authority prior to the submission of the first reserved matters application within the Character Area. Each Design Code shall be in accordance with the approved Strategic Design

Code (Design and Access Statement, Chapter 7 'Strategic Design Code', document reference: PL1461.1-ID-001-05; received on 29th April 2020) and shall include detailed guidance for the Character Area in respect of:

- The overall vision, mix of uses and character of the parcel of development;
- How the character and identity of the development parcel will be established and strengthened through consideration of the public realm, streets and open spaces, green infrastructure, retained and proposed planting, open spaces and play areas;
- The approach to public art throughout the scheme and in individual character areas
- The form of the character area, with reference to densities, block types, building types, building heights, ground levels, the palette of materials, recycling and waste management, street furniture, principles of inclusive design and Secure by Design;
- The hierarchy, typology and treatments of all elements of the movement network;
- Principles of traffic management, parking provision and servicing to all properties;
- The means of achieving direct, safe and accessible connectivity to the rest of the NEV development and in particular to the facilities and services of existing and proposed local and district centres; and
- Noise attenuation measures.

Each reserved matters application shall be accompanied by a checklist to demonstrate how the development accords with the relevant approved Character Area Design Code.

Reason: To ensure a holistic approach to co-ordinate and deliver high quality design in accordance with Policies DE1 and Policy NC3 of the Swindon Borough Local Plan 2026.

Ecology, Trees and Landscaping

11. **Landscape, Ecology and Arboricultural Management Plan(s)**

Reserved matters applications for each phase of development shall be accompanied by a Landscape, Ecology and Arboricultural Management Plan (LEAMP [or equivalent]). The LEAMP shall be informed by the Ecological Mitigation and Management Framework (EMMF) and Phase 2 surveys, which shall be updated if they are over 2 years old if updated information is deemed to be necessary by the local planning authority. The LEAMP shall include details of the retention of any species receptor sites identified by the Phase 2 surveys for the site. The LEAMP shall also include details of long term objectives, extent and type of new planting, details of any new habitat created on site, management responsibilities and maintenance schedules for all landscaped and habitat areas (except privately owned domestic gardens). No development on each phase shall commence until the LEAMP for that phase has been approved in writing by the local planning authority.

Thereafter development on each phase shall be progressed in accordance with the approved LEAMP. No development, works or other activities to the identified receptor sites shall be progressed other than in accordance with the works for ecological enhancement and management as set out in the approved LEAMP. The approved management and maintenance schedules shall be adhered to at all times.

Reason: To protect wildlife and supporting habitats and to secure opportunities for biodiversity enhancement. In accord with Policies EN1, EN4, EN5 and NC3 of the Swindon Borough Local Plan 2026.

12. **Access from A420 Habitat Surveys**
Prior to the submission of any reserved matters application that includes access from the A420, Phase 2 surveys of the areas identified and labelled as “Areas where there is uncertainty over habitats present (desk based assessment only)” on Plan EDP 12.4 Extended Phase 1 survey Results – Masterplan Application Site (ES Figure 12.4) shall be undertaken by a suitably qualified ecologist. Once undertaken, and prior to the commencement of any development within a phase containing the surveyed areas, the results (i) shall be submitted to and approved in writing by the local planning authority, and (ii) the results and proposed measures for mitigation shall be incorporated into a Landscape, Ecology and Arboricultural Management Plan (LEAMP) for submission and approval in writing by the local planning authority in accordance with condition 17 above. All works shall be carried in accordance with the measures for mitigation and management contained within the approved LEAMP.
Reason: To ensure that updated surveys are provided to inform the protection of wildlife and supporting habitats and to secure opportunities for biodiversity enhancement. In accord with Policies EN4 and NC3 of the Swindon Borough Local Plan 2026.

13. **Access from A420 Arboricultural Survey**
Prior to the submission of any reserved matters application that includes access from the A420, an Arboricultural Impact Assessment shall have been submitted to and approved in writing by the local planning authority. The Arboricultural Impact Assessment shall include: the location, species, girth or stem diameter, accurately planned crown spread and reference number of all trees on and adjoining the site with a stem diameter of 100 mm or greater; a tree condition schedule with proposals for surgery or other arboricultural works, where applicable; existing levels including where appropriate sufficient detail to enable consideration of existing tree protection; details of existing hedgerows, hedges and other significant areas of vegetation and a timetable of works.
Within a period of five years of commencement of development pursuant to approval of any reserved matters involving access from the A420, any tree identified for retention within the Arboricultural Impact Assessment which is removed, dies or becomes seriously damaged or diseased, shall be replaced before the end of the next available planting season with a species, details of which shall first have been submitted to and approved in writing by the local planning authority.
Reason: To protect trees and hedgerows of amenity value. In accord with Policies EN1 and NC3 of the Swindon Borough Local Plan 2026.

14. **Bat survey**
Buildings identified to have bat roost potential shall ~~not~~ be demolished or partially demolished or works undertaken to existing buildings and trees on the site identified to have bat roost potential shall ~~not~~ be felled or reduced before an updated survey has been undertaken to confirm whether or not bats or bat roosts are present within the building(s) to be demolished or trees to be felled. If bats or their roosts are found to be present bat mitigation measures shall be submitted to and approved in writing by the local planning authority. Such mitigation measures shall be carried out in accordance with the approved details prior to the demolition, partial demolition or tree works.
Reason: To protect bats and their supporting habitat. In accord with Policies EN4 and NC3 of the Swindon Borough Local Plan 2026.

15. **Trees**

Reserved matters applications shall accord with the details of trees and hedgerows contained within the Lotmead Farm Villages Arboricultural Impact Assessment [[ES VOL 3 Technical Appendix 12.3 Finding of Arboricultural Impact Assessment dated April 2019 including Schedule EDP 1 Trees Survey Schedule and Key; Schedule EDP 2 Tree Constraints Schedule; Schedule EDP 3 Arboricultural Impact Assessment Tables; Plan EDP T1 Tree Constraints Plan – Sheet 1 of 4 (edp1879_19c 23 June 2017 JTF/LT); Tree Constraints Plan – Sheet 2 of 4 (edp1879_20c 23 June 2017 JTF/LT); Tree Constraints Plan – Sheet 3 of 4 (edp187921c 23 June 2017 2017 JTF/LT); Tree Constraints Plan – Sheet 4 of 4 (edp1879_22c 23 June 2017 JTF/LT) and Addendum Arboricultural Impact Assessment edp1879_r021 including Tree Retention and Removal Plan (edp1879_d085 07 February 2020 RB/LT) received 20 February 2020].]. Any tree or group of trees or other vegetation, which is shown to be retained in the above details, that is removed, dies or becomes seriously diseased or damaged shall be replaced in the first available planting season with a species, details of which shall first be submitted to and approved in writing by the local planning authority. Any replacement trees and hedgerows shall thereafter be maintained. Notwithstanding the provisions of Part 2 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no fence or other means of enclosure shall be erected, within or close to any existing hedgerow or tree that is shown to be retained, other than those fences or means of enclosure shown on the plans within the reserved matters approved pursuant to this outline planning permission.

Reason: To ensure the protection of trees and hedgerows on the land. In accord with Policies EN1 and NC3 of the Swindon Borough Local Plan 2026.

16. **Tree protection**

All trees indicated to be retained on the plans listed in condition 15 above shall be protected in accordance with BS 5837:2012 “Trees in relation to design, demolition and construction – Recommendations”. No development shall commence within any phase of development unless and until (i) details of temporary protective fences to safeguard the trees, hedges or other vegetation to be retained on the site within that phase shall have been submitted to and approved in writing by the local planning authority, and (ii) the approved fencing shall have been erected in accordance with BS 5837:2012 and the approved details. The approved protection shall be maintained to the required standard throughout the development or until the local planning authority has confirmed in writing that the fencing can be removed.

Reason: To ensure adequate protection is afforded to the trees and /or hedges on the site which are to be retained. In accord with Policies EN1 and NC3 of the Swindon Borough Local Plan 2026.

17. **Landscaping**

Within each phase or sub phase all landscaping shall be carried out in accordance with the scheme and details approved under the reserved matters. Any planting carried out in accordance with the approved details that within a period of 5 years from the date of planting dies, is removed or becomes seriously diseased or damaged shall be replaced with planting of similar size and species within the first available planting season.

Reason: To safeguard all features of landscape value in the interests of maintaining

biodiversity and aesthetic value. In accord with Policies EN5 and NC3 of the Swindon Borough Local Plan 2026.

Strategic Highway Infrastructure and Wanborough Road

18. **Resident restrictions on access from Wanborough Road**
Prior to the occupation of the 201st or any subsequent dwellings, vehicular access from Wanborough Road shall be restricted to buses, registered taxis and the residents of the first 200 dwellings only. Details of the means to restrict vehicular access to and from Wanborough Road for vehicles other than, buses, registered taxis and those associated with the residents of the first 200 dwellings; and to ensure that the residents of the first 200 dwellings also have direct vehicular access to the village centre, shall be submitted to and approved in writing by the local planning authority. The measures shall be put in place and shall be fully operational before the 201st or any subsequent dwellings, become occupied and shall be maintained in the approved form at all times thereafter.
Reason: To prioritise access to the A Class Road and the strategic road network to restrict rat running through the adjacent villages and the eastern side of Swindon. In accord with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

19. **Access junction – Wanborough Road**
Notwithstanding condition 4 (requiring that the development is carried out in accordance with the approved plans) no development shall take place until design details of the access junction at Wanbrough Road have been subject to a stage 1/2 road safety audit and have been submitted to and approved in writing by the local planning authority. The details shall specify surface material treatment across Wanborough Road, visibility splays, vehicle tracking, signing and lining. Development shall be carried out in full accordance with the approved details prior to first occupation of any dwelling on the site and shall be retained as such thereafter.
Reason: To provide an aesthetic gateway feature to the development, reduce vehicle speeds and improve highway safety and to ensure development complies with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

20. **Traffic Calming and improved pedestrian access over A419**
No development shall take place until final design details of the improvement scheme for Wanborough Road in the vicinity of the site access and extending to the northwest, in general accordance withdrawing reference 27970/011/008 E (as provided at Appendix 11 to Environmental Statement Chapter 11.1), have been submitted to and approved in writing by the local planning authority. The scheme shall be subject to a Stage 1 /2 Road Safety Audit and incorporate carriageway narrowing, provision of a 3 metre footway/cycleway, surface material treatment of the carriageway, drainage, gateway features, signing and lining, a scheme for street lighting and the raising of parapets on the Wanborough Road Bridge over the A419 to a height of no less than 1.4 m. The pedestrian and cycle improvements, including lighting, shall be carried out in accordance with the approved details prior to the first occupation of the development. All other elements of the scheme shall be carried out in accordance with the approved details prior to the first occupation of the 100th dwelling.

Reason: To increase safety for all highway users particularly those residents accessing local schools and to reduce the attractiveness of the route for inappropriate through traffic and to ensure development complies with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.
Reason: To increase safety for all highway users particularly those residents accessing local schools and to reduce the attractiveness of the route for inappropriate through traffic and to ensure development complies with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

21. **Highways England – Gablecross**
No more than 250 dwellings of the development hereby permitted shall be occupied or brought into use unless either;
a) improvement works at the A420 Gablecross roundabout, as shown in drawing NEVGCJ-ATK-HGN-GCJ-DR-D-0006_P06 (A420 Corridor and Gablecross Junction Option 2A General Arrangement, dated 26 April 2019), have been implemented in full and are open to traffic; or
b) an alternative scheme providing the same or greater benefit as a) has been submitted to and approved in writing by Swindon Borough Council in consultation with Highways England and has been implemented in full to ensure that the predicted traffic effects at the A419 White Hart Junction caused by the development are mitigated to at least the same extent as (a).
Reason: In the interest of the safe and efficient operation of the A419 trunk road and the A420 between White Hart junction and Gablecross junction.

22. **Highways England – Southern Connector Road**
No more than 200 dwellings of the development hereby permitted shall be occupied until: a) The Southern Connector Road is complete, open to traffic and accessible to the development and; b) the scheme at A419 Commonhead Roundabout (Atkins Drawing Number NEVSCR-ATK-HML-SCR-SK-D-0015 or an alternative scheme of works which provides equal or better benefit to the Strategic Road Network) is complete and open to traffic.

Reason: in the interest of the safe and efficient operation of the A419 trunk road.

23. **Highways England – M4 Junction 15 improvements**
No more than 730 dwellings of the development hereby permitted shall be occupied until:

a) a contract for the construction of the works for the improvement of Junction 15 of the M4 and the A419 has been let. The works shall include:
i) A419 Commonhead southbound merge to M4 Junction 15; a TD22 Type E Lane Gain; to provide 3 lanes between Commonhead and Junction 15;
ii) the removal of the bus layby on the A419 southbound carriageway on the approach to M4 Junction 15;
iii) M4 Junction 15 roundabout – widening of the circulatory on the southern side between the off and on slips; and
iv) M4 Junction 15 roundabout – provision of a dedicated left slip from the A419 southbound to the eastbound on slip
Or:

b) Details of an alternative scheme providing the same or greater benefit as a) in terms of offsetting the unacceptable impacts of the development has been submitted to and approved in writing by Swindon Borough Council (in consultation with Highways England) and a contract for the construction of the works for the alternative scheme has been let and the approved scheme completed in full. It is the responsibility of the developer to seek confirmation at the appropriate time that the relevant contract has been let.
Reason: in the interest of the safe and efficient operation of the A419 trunk road and M4 motorway.

25. **Travel Plan – Residential**
No dwelling for which planning permission is hereby granted shall be occupied unless and until:

a) a Travel Plan Co-ordinator (TPC) has been appointed to secure the delivery of the Travel Plan in line with Swindon Borough Council's 'New Eastern Villages Framework Travel Plan Supplementary Planning Document'; or
b) a S106 agreement has been entered into with Swindon Borough Council to secure the required financial contribution to be used towards the implementation and monitoring of the New Eastern Villages Residential Travel Plan to facilitate modal shift away from the car.
Reason: in the interest of the safe and efficient operation of the A419 trunk road and M4 motorway. In accord with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

26. **Access to schools**
Concurrently with the submission of the reserved matters application(s) for each phase or sub phase of the development details shall be submitted to the local planning authority of measures to facilitate a safe pedestrian and cycle route to schools on and off site. No development shall take place on each phase or sub phase until the measures have been approved in writing by the local planning authority. The approved measures shall be carried out prior to the first occupation of a dwelling in the phase or sub phase and shall be retained thereafter.

Reason: In the interests of sustainable transport and highway safety. In accord with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

27. **Highway provision and construction**
No building shall be first occupied until that part of the road, including turning spaces and all other areas that serve a highway purpose, which provides access to the building, shall have been constructed in accordance with the approved plans. The service road as constructed shall be retained thereafter.
Reason: To ensure that the development is served by an adequate means of access to the public highway in the interests of highway convenience and safety. In accord with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

28. **Highway construction**
Within each phase of development, the construction of all proposed roads and footways and associated utilities, services and street furniture shall not commence

unless and until details of their design and construction have been submitted to and approved in writing by the local planning authority. The submitted details, accompanied by plans and sections where appropriate, shall include gradients, levels, retaining walls, visibility splays, materials, methods of construction and a timetable for implementation. Development shall be carried out as approved.
Reason: To ensure all roads, including those not offered for adoption, are laid and constructed to an approved standard before buildings are brought into use. In accord with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

29. **Parking**
No dwelling shall be first occupied unless and until space for car parking, together with the associated manoeuvring and turning space for that dwelling, has been laid out and made available for use in accordance with the reserved matter details approved pursuant to condition 1. The parking space, including garage space where provided, shall thereafter be kept available at all times for the parking of motor vehicles by the occupants of the dwelling and their visitors and for no other purpose.

Reason: To ensure vehicle parking provision is made in accordance with the Council's adopted standards and is available for use for that purpose in the interests of highway safety and residential amenity. In accord with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

30. **Non-residential parking**
No non-residential building shall be first occupied unless and until space has been laid out in accordance with the details approved pursuant to condition 1 for cars to be parked, for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the premises in forward gear. Once provided that space shall thereafter be kept available at all times for those purposes.

Reason: To ensure vehicle parking provision is made in accordance with the Council's adopted standards and is available for use for that purpose in the interests of highway safety and to minimise disruption to residential properties and other non-residential premises. In accord with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

31. **Bicycle and motorcycle parking**
No dwelling shall be first occupied or non-residential building brought into use until bicycle and motor cycle parking has been provided and made available for use in accordance with details that first have been submitted to and approved in writing by the local planning authority. Once provided the parking facilities shall thereafter be retained in the approved form and kept available at all times for those purposes.

Reason: To ensure suitable bicycle and motor cycle parking is provided in accordance with the Council's adopted standards for occupiers of the dwellings and users of the non-residential buildings. In accord with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

32. **Size of Garages**
In order to count towards the required parking provision, the minimum internal dimensions of individual parking spaces and residential garages to be constructed in

connection with the development hereby permitted shall be in accordance with the Councils' adopted standards, without any internal obstructions. All garages shall thereafter be made available for use at all times for parking a vehicle.
Reason: To ensure satisfactory provision is made for vehicles in the interests of highway safety and residential amenity. In accord with Policies DE1 and NC3 of the Swindon Borough Local Plan 2026.

33. **Car Share Scheme – provision of spaces**
Where a phase or sub-phase pursuant to Condition 9 has been identified to include provision for a car share scheme, of which 5 no. car parking spaces are to be provided across the development overall, as part of the submission of reserved matters for the relevant phase or sub-phase details outlining the provision for a car share scheme in accordance with the NEV Framework Travel Plan SPD shall be submitted and approved in writing. The car parking spaces for the car share scheme shall be constructed, laid out and made available for use prior to the first occupation of units within that phase or sub-phase and shall be retained thereafter for the parking of vehicles for the car share scheme.
Reason: In the interest of sustainable transport. In accord with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

34. **Electric vehicle charging points**
Concurrently with the submission of the reserved matters application(s) for each phase or sub phase of the development details shall be submitted to the local planning authority of electric vehicle charging points. Provision shall be made for the charging points to accommodate 60% of all dwelling units and additional charging points for non-residential and communal usage. No development shall take place within each phase or sub phase until the location and form of the charging points and a timetable for their provision have been approved in writing by the local planning authority. Provision shall be made in accordance with the approved details and timetable and shall be retained at all times thereafter.
Reason: To ensure adequate facilities are provided to enable the use of electric cars and to improve air quality. In accord with Policies DE1, IN1 and NC3 of the Swindon Borough Local Plan 2026.

35. **Construction period**
No development shall take place, including any works of demolition or site clearance, until a Framework Construction Method Statement has been submitted to and approved in writing by the local planning authority. Prior to the commencement of each phase of development a site specific Construction Method Statement, based on the principles established in the approved Framework Construction Method Statement, shall have been submitted to and approved in writing by the local planning authority. The Framework and the site specific Construction Method Statements shall take into account the construction mitigation measures identified in the Environmental Statement (ES) May 2015 and the June 2017 ES Addendum. Each site specific Statement shall provide for:

• a traffic management plan, which shall include construction vehicle routes to and from the site, arrangements for recording construction vehicle movements to and from the site and making those records available for inspection, details of temporary access

points and parking areas for construction vehicles, site operatives and visitors, a construction workers travel plan;
• loading and unloading of plant and materials;
• storage of plant and materials used in constructing the development;
• a scheme for the on-site maintenance and repair of plant, equipment and machinery;
• details of a procedure for wheel washing and vehicle wash down of all construction site traffic leaving the site;
• details of a procedure for removing debris from the highway at all times;
• temporary buildings, enclosures and staff facilities;
• details for the erection and maintenance of security and acoustic hoarding(s);
• measures to control the emission of dust, smoke, fumes and debris;
• a method statement for the control of noise and vibrations, including pile driving;
• contact details for the site manager and a procedure for liaison with the local community.
The approved site specific Construction Method Statement shall be adhered to throughout the construction period for that phase of development.
Reason: To reduce the potential impact on the public highway and residential amenity during the site preparation and construction phases of development. In accord with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

36. **Construction Environmental Management Plan – Ecological effects**
No development shall take place within each phase, until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall describe and set out measures and good practice to avoid or minimise construction stage ecological effects occurring to habitats and faunal species and shall be in accordance with the approach outlined in the Environmental Statement Chapter 12 'Ecology'. Development shall be carried out in accordance with the approved CEMP method statement.

Reason: To ensure the protection of wildlife and supporting habitat. In accord with Policies EN4, TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

37. **Waste Audit**
No development shall take place in each phase of development until a waste audit has been submitted to and approved in writing by the local planning authority. The waste audit for that phase shall include:

• an assessment of the type and volume of waste that the development process will generate (the development process comprises the construction process and any other operation necessary to bring the development into use);
• the steps to be taken in the development process to reduce, re-use and recycle waste, reduce the production of hazardous wastes, minimise the use of raw materials, and minimise the pollution potential of unavoidable waste;
• the steps to be taken to dispose of unavoidable waste in an environmentally acceptable manner;
• the steps to be taken to ensure maximum waste recovery once the development is completed and occupied; and
• proposals for the transport of waste created during the development process and subsequent use of the site.
Development shall be carried out in accordance with the approved waste audit.

Reason: To ensure compliance with Policy WSC6 of the Wiltshire and Swindon Waste Core Strategy.

38. **Construction and delivery hours to sites during construction**
No work, including the waiting of vehicles undertaking deliveries and collections during the construction phases, shall take place outside the following hours:

• 0730 to 1830 Monday to Friday
• 0830 to 1300 Saturdays; and
• Not at all on Sundays, Bank Holidays and Public Holidays.
In addition there shall be no deliveries and collections during the construction phases between 0800 and 0900 hours and between 1700 to 1800 hours on weekdays (Monday to Friday excluding public holidays).
Reason: To protect residential amenity and highway safety. In accord with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026.

39. **Archaeological mitigation strategy**
Prior to the submission of the first reserved matters application a final detailed archaeological Mitigation Strategy is required to be submitted to and agreed in writing by the Local Planning Authority. Before any development commences on a phase or sub-phase, written programmes of archaeological investigation (site specific Written Schemes of Investigation) that shall be in general accordance with the approved Mitigation Strategy will be submitted and approved in writing by the local planning authority. The programme of investigation shall include on-site work and off-site work, provision for analysis, publication and archiving of the results and a timetable for implementation.

The programme of archaeological investigation for that phase or sub-phase shall be carried out in accordance with the approved details.
Reason: The area is known to be of archaeological importance and to ensure that any matters of archaeological interest are investigated and recorded in accordance with Policies EN10 and NC3 of the Swindon Borough Local Plan 2026.

40. **Preservation in situ**
No development take place until the areas of archaeological importance (non-designated) that will be preserved in situ have been identified and details have been submitted to and approved in writing by the local planning authority. Where an area of archaeological importance has been identified to be preserved in situ, no development within this phase or sub-phase shall take place until (i) a method statement for carrying out works of development, and (ii) a heritage management plan to show how the surviving archaeological remains which are to remain in situ are to be preserved, have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure areas of known archaeological importance are preserved in situ and appropriately managed in the long term in accordance with Policies EN10 and NC3 of the Swindon Borough Local Plan 2026.

Flood risk mitigation

41. **Environment Agency (EA) Condition 1 – Floodplain restoration**
The development hereby permitted which is located within existing Flood Zone 2 or 3 must not be commenced until such time as a scheme for the restoration of the floodplain to the Liden Brook has been submitted to, and approved in writing, by the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: This approach is supported by paragraph 163 of the National Planning Policy Framework (NPPF) and adopted policies EN6 and NC3 of the Swindon Borough Local Plan 2026, to ensure there is no increase in flood risk elsewhere.

42. **EA Condition 2 – Compliance with Flood Risk Assessment**
The development shall be carried out in accordance with the submitted flood risk assessment (reference 27970/4003/001, dated 8 March 2019 and prepared by Peter Brett Associates) and the Addendum to March 2019 Flood Risk Assessment (reference 27970/4003/TN001, dated 22 August 2019 and prepared by Peter Brett Associates) and the following mitigation measures they detail:
- No built development located within the post development 0.1% AEP flood extent as shown in drawing number 27970_016_MI013 (dated 13 April 2017 and prepared by Peter Brett Associates).
- Finished floor levels shall be set no lower than 300mm above the 1% AEP level including an appropriate allowance for climate change.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.
Reason: To reduce the risk of flooding to the proposed development and future occupants, in accordance with paragraph 163 of the National Planning Policy Framework (NPPF) and adopted policies EN6 and NC3 of the Swindon Borough Local Plan 2026.

43. **EA Condition 4 – River crossing details**
Development within phases that include a main river crossing, must not be commenced until such time as details and design of any main river crossings proposed have been submitted to, and approved in writing, by the local planning authority. Details should demonstrate that the crossings shall not result in a loss of floodplain storage and include soffits raised a minimum of 600mm above the 1% annual exceedance probability (AEP) plus an appropriate allowance for climate change extent, in accordance with the Addendum to March 2019 Flood Risk Assessment (reference 27970/4003/TN001, dated 22 August 2019 and prepared by Peter Brett Associates). The watercourse crossings shall be clear span in design with abutments set back from the top of the bank. The crossings shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent increased risk of flooding by ensuring there are no detrimental impacts to flood storage or flood flow routes as a result of the crossings, in accordance with paragraph 163 of the National Planning Policy Framework (NPPF) and adopted policies EN6 and NC3 of the Swindon Borough Local Plan 2026. Also to ensure that the works are not detrimental to the biodiversity of the watercourse, in accordance with paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) and adopted policies EN4 and NC3 of the Swindon Borough Local Plan 2026.

44. **EA Condition 5 – River corridor survey**

Where a phase of development is the first to propose an outfall into a main river (in accordance with Drainage Strategy plan ref: 27970/4005/001 Rev B, contained within the Addendum to March 2019 Flood Risk Assessment), no development shall take place until a River Corridor Survey (RCS) has been undertaken, including recommendations for enhancement of the watercourses where appropriate, has been submitted to, and approved in writing, by the local planning authority. The survey shall be holistic, covering all watercourses within the red line boundary. The recommendations of the survey shall be used to create a site wide watercourse enhancement scheme which will be incorporated into each phase of development and implemented prior to occupation.

Reason: Paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) and adopted policies EN4 and NC3 of the Swindon Borough Local Plan 2026 seek for development to provide net gains for biodiversity.

45. **EA Condition 6 – Ecological buffer zone**

No development within any phase of development that is within 10 metres of the River Cole and its tributaries shall take place until a scheme for the provision and management of at least a 10 metre wide ecological buffer zone alongside the River Cole and its tributaries has been submitted to, and approved in writing by, the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme. Any subsequent variations shall be agreed in writing by the local planning authority, in which case the development shall be carried out in accordance with the amended scheme. The buffer zone scheme shall be free from built development including footpaths (with the exception of paths to allow formal watercourse crossings), lighting, domestic gardens, non-native species and formal landscaping; and could form a vital part of green infrastructure provision.

The scheme shall include:

- Confirmation of the timing of the establishment of the ecological buffer zone
- Plans to show the extent and layout of the buffer zone
- Details and locations of habitats to be retained, removed and created
- Details of any proposed planting scheme (please note that this should include native species only)
- Details demonstrating how the buffer zone will be protected during development (e.g. Herras fencing) and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan.
- Details of any proposed footpaths and permanent fencing
- Details of the long term management of the buffer should ensure that the biodiversity net gain is achieved and maintained in perpetuity.

Reason: This condition should be informed by the results of the River Corridor Survey (see condition 5). Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. Development that encroaches on watercourse and their corridors has a potentially severe impact on their ecological value, and land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. River corridors are natural networks of linked habitat which allow species movement between suitable habitats and promote the expansion of biodiversity (as recognised in Article 10 of the Habitats Directive). In accord with Policies EN4, EN6 and NC3 of the Swindon Borough Local Plan 2026.

46. **EA Condition 8 - Contamination 1**

No development shall commence within each phase, until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A site investigation scheme, based on the preliminary risk assessment to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework and adopted policies EN9 and NC3 of the Swindon Borough Local Plan 2026.

47. **Strategic Surface Water Management Scheme**

Prior to the approval of the first reserved matters, a detailed Strategic Surface Water Management Scheme for the site, in accordance with the approved Addendum to March 2019 Flood Risk Assessment (27970/4003/TN001) dated 22/08/19, shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall include:

- Evidence that the proposed flows from the site will be restricted to 4.67l/s/ha for all events up to and including the 1% AEP + climate change event;
- Details of how the drainage scheme has been designed to incorporate SuDS techniques to manage water quantity and maintain water quality as set out in the FRA addendum, and in accordance with adopted policy and best practice guidance including the New Eastern Villages SuDS Vision SPD and the SuDS Manual C753;
- Detailed drainage plan showing the location of the proposed SuDS features;
- Detailed cross sections and construction details of the proposed SuDS measures;
- Details of how the scheme shall be maintained and managed after completion;
- Details of how water quality shall be maintained during and after construction;

- Detailed drainage calculations for all rainfall events up to and including the 1 in 100 year plus climate change event to demonstrate that all SuDS features can cater for the critical storm event for its lifetime;
- The submission of evidence relating to accepted outfalls from the site, particularly from any third party network owners; and
- Sequencing for implementation in accordance with the approved Phasing Plan (Condition 1).

The scheme shall be implemented in accordance with the approved details and timetable.
Reason: To ensure development does not increase the risk of flooding elsewhere; in accordance with Paragraph 155 of the National Planning Policy Framework (NPPF) and Policy EN6 and NC3 of the adopted Swindon Local Plan 2026.

48. **Surface Water Management Scheme (Phases)**

Prior to the approval of any related reserved matters, a detailed Surface Water Management Scheme for each phase or sub-phase of development, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be in accordance with the details approved as part of the strategic scheme (Condition 31), and include all supporting information as listed in the Condition.

The scheme shall be implemented in accordance with the approved details and timetable.

Reason: To ensure development does not increase the risk of flooding elsewhere; in accordance with Paragraph 155 of the National Planning Policy Framework (NPPF) and Policies EN6 and NC3 of the adopted Swindon Local Plan 2026.

49. **Detailed SuDS Maintenance and Management Plan**

No phase of development shall be occupied until a surface water drainage maintenance scheme for the surface water infrastructure serving that phase, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be in accordance with current best practice and include a timetable for the maintenance and for resolving any defects that arise in future. The scheme shall subsequently be maintained in accordance with the approved details and timetable.
Reason: To ensure the effective implementation and maintenance of drainage features in accordance with Policies EN6 and NC3 of the adopted Swindon Local Plan 2026.

50. **Noise**

Within each phase of development that includes the provision of residential units no development shall commence until a scheme for protecting the proposed the noise-sensitive development from noise shall have been submitted to and approved in writing by the local planning authority. The scheme shall include measures to ensure indoor ambient noise levels comply with the noise levels contained in BS 8233:2014, namely: resting 35 dB LAeq, 16 hour; dining 40 dB LAeq, 16 hour; sleeping 30 dB LAeq, 8 hour; 45 dB LAF, max; and 50 dB LAeq, 16 hour in external amenity spaces. The scheme shall also include details of any measures for mechanical ventilation where the specified internal noise levels in bedrooms and living rooms can only be achieved with windows shut. No residential units shall be occupied in that phase until all works which

form part of the approved scheme have been completed, a pre-occupation validation noise survey has been undertaken to demonstrate the effectiveness of the measures in reducing external noise to an acceptable level and a certificate of compliance has been submitted to the local planning authority. All works which form part of the approved scheme shall be retained in the approved form thereafter.
Reason: To mitigate harm from nearby noise sources and to ensure the development provides an acceptable living environment for residents. In accord with Policies EN7 and NC3 of the Swindon Borough Local Plan 2026.

51. **Noise – Commercial premises**
Within 3 months of the occupation of each commercial premises, a BS 4142:2014 (or later versions) assessment should be submitted to the local planning authority that demonstrates the impact of operational noise on nearby residential premises has been mitigated to such an extent that the rating level of any noise source does not exceed 5dB below the background level (LA90), as determined by a BS 4142:2014 assessment.
Reason: In the interests of residential amenity. In accord with Policies EN7 and NC3 of the Swindon Borough Local Plan 2026.

52. **Commercial Ventilation**
Within each phase of development, no development of a non-residential building shall commence unless and until details of all proposed extraction and ventilation systems shall have been submitted to and approved in writing by the local planning authority. The standard achieved shall be nil odour at the nearest residential property. Before the commencement of the first use of the non-residential premises the mitigation measures shall be installed in accordance with the approved details. Mitigation shall be retained in the approved form to achieve the stated standard without modification thereafter.
Reason: In the interests of amenity. In accord with Policies EN7 and NC3 of the Swindon Borough Local Plan 2026.

53. **BREEAM (Building Research Establishment Environmental Assessment Method)**
No development of a non-residential building shall take place until a pre-assessment BREEAM report - which is based upon an approved BREEAM plan for provision of non-residential buildings - prepared by an accredited BREEAM Assessor, indicating that the building is capable of achieving the applicable 'excellent' rating as a minimum, shall have been issued to the local planning authority. All non-residential buildings shall be constructed to meet the applicable approved BREEAM rating as a minimum. No later than 6 months after the occupation of any non-residential building, a certificate following a post-construction review, shall be issued by an approved BREEAM Assessor to the local planning authority, indicating that the relevant BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.
Reason: To ensure that the development is carried out in accordance with sustainable construction standards. In accord with Policies DE2 and NC3 of the Swindon Borough Local Plan 2026.

54. **Slab levels**

No development shall take place on each phase until full details of the proposed site levels (above ordnance datum), together with the finished floor slab levels of the proposed buildings and structures (including roads, bridges and footpaths), in relation to existing ground levels have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure the finished levels are acceptable in the interests of visual amenity. In accord with Policies DE1 and NC3 of the Swindon Borough Local Plan 2026.

55. **Materials**

Prior to the commencement of works in connection with each phase of development, pursuant to condition 4, details of all external facing materials shall have first been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be carried out and retained thereafter in accordance with these approved details.
Reason: To ensure that the appearance of the development is satisfactory. In accord with Policies DE1 and NC3 of the Swindon Borough Local Plan 2026.

56. **Lotmead Cottages – Boundary treatments**

No development shall commence until details of the boundary treatments/landscaping for the boundary of Lotmead Cottages has been submitted and agreed by the Local Planning Authority.
Reason: In the interests of the amenity of local residents. In accord with Policies DE1 and NC3 of the Swindon Borough Local Plan 2026.

57. **Wheelchair Accessible Housing**

Not less than 2% (rounded up) of the total residential development shall be provided as Wheelchair User Homes and, as a minimum, meet the standards specified within Part M4 (3) Category 3 of the Building Regulations 2010 (2015 edition). Wheelchair user dwellings provided for sale on the open market should, as a minimum, meet the standards for wheelchair adaptable homes specified within Part M4 (3) (2a) of the Building Regulations 2010 whereby the building 'will allow simple adaptation of the dwelling to meet the needs of occupants to use wheelchairs'. Homes shall provide ramped access with flush thresholds into all doorways, doorway widths and use of a bathroom, toilet and kitchen at entry level as well as sufficient space to enable internal circulation, through-the-floor lift vertical circulation and for kitchens and bathrooms to be fully adapted in the future for use by wheelchair user occupiers in accordance with a plan or schedule, which shall have first been submitted to and approved in writing by the Local Planning Authority. For wheelchair user homes provided as social or local authority housing, the dwellings should, as a minimum, meet the standards for wheelchair accessible homes specified within Part M4 (3) (2b) of the Building Regulations 2010 whereby the building will 'meet the needs of occupants who use wheelchairs' from the point of completion. Homes shall provide ramped access with flush thresholds into all doorways, doorway widths, space for internal circulation, a fitted through-the-floor lift and a fully adapted bathroom, toilet and kitchen (all at entry

level), in accordance with a plan or schedule, which shall have first been submitted to and approved in writing by the Local Planning Authority. These design features and provisions shall be retained for so long as the buildings hereby permitted remain in use as dwelling houses. This requirement shall be implemented as a cumulative total across the site triggered for every 50th dwelling submitted for approval. Wheelchair user homes will be provided as one or two storey dwellings only and meet the current specialist housing need within the Borough.
Reason: for reasons of inclusivity and accessibility. In accord with Policies DE1, HA3 and NC3 of the Swindon Borough Local Plan 2026.

Utilities and Waste Infrastructure

58. **Broadband**
No dwelling or building in non-residential use shall be occupied until broadband has been provided on site and made available to each dwelling or building in non-residential use.
Reason: To ensure access to appropriate broadband infrastructure in accordance with Policies IN3 and NC3 of the Swindon Borough Local Plan 2026.

59. **Waste storage/collection areas**
The reserved matters application(s) for each phase shall include details of waste storage/collection areas which allow for the convenient storage of waste and unrestricted access at all times. The waste storage/collection areas shall be provided in accordance with the approved details prior to the occupation of each unit and shall be retained thereafter at all times.
Reason: In the interest of amenity. In accord with Policies DE1, IN1 and NC3 of the Swindon Borough Local Plan 2026.

60. **Fire hydrants**
No development shall commence on each phase or sub phase until a scheme and specification for the provision and location of fire hydrants, to include installation arrangements and the timing of installation, shall have been submitted to and approved in writing by the local planning authority. Development shall take place in accordance with the approved scheme prior to the first occupation of any associated development.
Reason: To reduce the risk from fire in the interest of public safety and local resilience and to enhance the public realm. In accord with Policies DE1, IN1 and NC3 of the Swindon Borough Local Plan 2026.

61. **Canal route**
No works shall be carried out within phases or sub phases that include the safeguarded canal corridor, as defined by the details approved under Condition 9 (Phasing Programme), until details have been submitted to and approved in writing by the local planning authority to demonstrate how the canal route will be safeguarded. The safeguarded alignment shall be in broad accordance with the alignment on the illustrative masterplan (PL 146.1-PLA-00-XX-DR-U-0002 S4 Issue P02).
Reason: To ensure the safeguarding of the canal corridor in accordance with Policies EN11 and NC3 of the Swindon Borough Local Plan 2026.

62. **Street Lighting and Street Furniture**
No development shall commence within each phase, until a scheme including the detailed design, specification, external appearance and timing of installation of the street lighting and other street furniture has been submitted to and approved in writing by the local planning authority. The scheme shall include details of the furniture design in each street context and specification and installation between the frontage and the adopted highway. The street lighting and street furniture shall be implemented in accordance with the approved scheme.
Reason: In the interests of highway safety and amenity and to ensure a high quality and consistent design for common structures throughout the NEV. In accord with Policies DE1 and NC3 of the Swindon Borough Local Plan 2026.

63. **Thames Water – Waste Water**
No properties shall be occupied until confirmation has been provided that either:- 1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- 2. A housing and infrastructure phasing plan has been submitted and approved to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: Network reinforcement works are likely to be required to accommodate the proposed development. In accord with Policies IN2 and NC3 of the Swindon Borough Local Plan 2026.

64. **Thames Water – Potable**
No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.
Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. In accord with Policies IN2 and NC3 of the Swindon Borough Local Plan 2026.

65. **No external storage**
No goods or materials of any kind shall be stacked or stored, or processes undertaken outside any unit within the employment, retail, commercial or institutional areas. There shall be no storage of oils, fuels or chemicals on the site other than in storage facilities constructed in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.
Reason: In the interest public safety and preventing pollution. In accord with Policies EN7 and NC3 of the Swindon Borough Local Plan 2026.

Informatives

1. Environment Agency

This development may require an Environmental Permit from the Environment Agency. The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

For further guidance please visit https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environmentagency.gov.uk.

2. Thames Water – Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

3. Thames Water - Public Sewer Crossing

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

4. Thames Water - Waste

This site forms part of the New Eastern Villages Development. Thames Water have commissioned a catchment study to determine the infrastructure requirements for

accommodating the development. The applicant is requested to contact Developer Services to discuss the options for connecting this site to the public foul sewer system.

5. Street Naming and Numbering

In addition to this consent, under the Town Improvement Clauses Act 1847 the applicant is required to contact SBC's Street Naming & Numbering Officer as soon as possible with regard to registering new or changes to the official address of any properties within this development.

6. Works in Highway

In addition to this consent, the proposed development will require separate Local Highway Authority approval for the construction of works in the highway. The Applicant is required to obtain this approval before works commence and is therefore recommended to contact Swindon Borough Council's Street Works Management Department in this respect as soon as possible.

7. Bats

There is a risk that bats may occur at the development site. Many species of bat depend on buildings for roosting, with each having its own preferred type of roost. Most species roost in crevices such as under ridge tiles, behind roofing felt or in cavity walls and are therefore not often seen in the roof space. Bat roosts are protected all times by the Conservation of Habitats and Species Regulations 2010 (as amended) even when bats are temporarily absent because, being creatures of habit, they usually return to the same roost site every year. Planning permission for development does not provide a defence against prosecution under this legislation or substitute for the need to obtain a bat licence if an offence is likely. If bats or evidence of bats is found during the works, the applicant is advised to stop work and follow advice from an independent ecologist or to contact the Bat Advice Service on 0845 1300 228, email enquiries@bats.org.uk or visit the Bat Conservation Trust website.

8. Great Crested Newts

The applicant is advised that Great Crested Newts are protected by the Wildlife and Countryside Act (1981) and have European Protection under the Conservation Regulations (1994). The European protection afforded to this species means that a licence may be required from the Department of Environment, Transport and the Regions for the works you propose. English Nature can be contacted at www.english-nature.org.uk.

9. Badgers

The applicant is made aware that under the protection of Badgers Act (1992), it is illegal to kill, injure, take or cruelly ill-treat a badger, or damage destroy or obstruct access to a badger sett, or disturb a badger whilst it is occupying a sett. If any construction work using heavy machinery is required to be completed within 30 metres of the sett, lighter machinery within 20 metres or hand tools within 10 metres, a licence will be required from English Nature. English nature can be contacted on www.english-nature.org.uk

10. CIL Liable Development

CIL Liable Development: This development constitutes Community Infrastructure Levy (CIL) liable development. CIL is a mandatory financial charge on development. For more

information on CIL visit www.swindon.gov.uk/cil or telephone the SBC CIL Team on 01793 466289 or 466397 or email cil@swindon.gov.uk . To avoid additional financial penalties the requirements of the impact of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Information on possible exemptions that may be capable of being applied for can be found at: https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy and https://www.gov.uk/guidance/community-infrastructure-levy. CIL remains relevant in the event that planning permission is allowed by Planning Appeal.

11. Wiltshire Fire and Rescue Sprinklers

The applicant's attention is drawn to the contents of the Wiltshire Fire and Rescue Service letter dated 22nd November 2013 and the recommendations contained therein in relation to the installation of sprinklers.

12. Main Rivers – maintenance

Main Rivers and under the jurisdiction of the EA (Environment Agency) and it is on their annual maintenance programme. Although under the jurisdiction of the EA, the ownership and maintenance responsibilities fall to the landowners (riparian owners) either side of it (responsible up to the centreline of the brook). It is important that the brook/rivers, along with the drainage channel to the east of the development area, is included in the maintenance management plan for the development as there is no long term commitment from the EA to maintain it and the developer may wish to liaise with other riparian owners to ensure the responsibility is shared.

APPENDIX A - Consultation responses received

(Please refer to separate document)

APPENDIX B
Infrastructure Package (including infrastructure to be delivered on site by the developer)

Obligation	Delivery / Contribution Secured
Housing	
Affordable Housing	20% (10% identified in the shortfall table)
Education	
Lotmead Primary School	£6,500,000
Lower Lotmead Primary School	£6,500,000
Secondary Learning Campus (Build and Land)	£7,972,143
Green Infrastructure (GI) / Landscape	
Community Forest	On-site delivery of 17.14 hectares (residual shortfall of £419,312.20)
Allotments	On-site delivery
Children's Play	On-site delivery
Green Infrastructure Maintenance	Secured through S106
Public Art	Secured through design codes/detailed design (£609,668 identified in shortfall table)
Nature Reserve	On-site delivery
Sports Facilities	On-site delivery
Transport	
White Hart Junction	£8,740,363
Great Stall Bridge	£4,591,836
Southern Connector Road	£5,622,947
A420 Improvements	£1,535,259
West of A429 Improvements	£2,358,964
Wanborough Traffic Calming	£340,000
Express Bus	Not secured due to viability (£1,170,853 identified in shortfall table)
Bus Service	£1,901,250
NEV Travel Plan	£680,331
Traffic Regulation Order	£50,000
NEV Bridge Vision	Contribution of £687,387 and on-site delivery of highways to connect the NEV sites
Park and Ride (Build and Land)	£237,656 secured towards land (£1,608,774 towards construction identified in shortfall table)
Community Facilities	
Libraries	Not secured due to viability (£542,490 identified in shortfall table)
Lotmead Local Centre/Community Hub	On-site delivery
Lower Lotmead Local Centre/Community Hub	On-site delivery
Sports Hub	On-site delivery
Health	£2,468,139

On-site Waste Provision	£360,921
Leisure Facility	Not secured due to viability (£164,141 towards land identified in shortfall table)
Total Financial Contributions Secured	**£50,547,196**

Note: A shortfall table identifying those contributions not secured due to viability reasons will be included in the S106 agreement. This will inform the allocation of external funding received to those infrastructure items that have been partly or not met as a result of the viability challenge.

S/OUT/19/0582
Appendix A: Summary of Consultations

- **Parish Councils**
- **Adjacent local authorities**
- **Statutory and other consultees**
- **Neighbours / local residents / other representations**

Consultee	Response received	Summarised Comments
Parish Councils		
Ashbury Parish Council	No	N/A
Bishopstone Parish Council	3 June 2019 and 20 March 2020	Object to the application as it currently stands, pending satisfactory resolution of Highways England's concerns and the addressing of suitable mitigation measures to avoid "rat running" through adjacent villages. Concerned that the initial phase of 200 homes would be served solely from Wanborough Road, ahead of the necessary infrastructure improvements required for this development, both from the fully developed site and related NEV infrastructure improvements including the Southern Connector Road. The Parish Council considers that allowing the development of the first phase of the site ahead of necessary infrastructure would lead to unacceptable traffic impacts within Wanborough and, in turn, lead to higher volumes of traffic in the surrounding villages to the east seeking access to the A420. Councillors have read the concerns raised by Wanborough Parish Council in its letter dated 23 May 2019 and concurs fully.
Bourton Parish Council	No	N/A

Consultee	Response received	Summarised Comments
Compton Beauchamp Parish Council	No	N/A
Covingham Parish Council	19 May 2020	There must be a robust system to ensure that whoever has the responsibilities for the maintenance of the SuDS and other drainage systems continues with proper maintenance for all time. The development should not be allowed to proceed until the Southern Connector Road has been constructed, and all construction traffic must use the SCR as the only route to the site. When the phase two houses are built there must be a robust method of ensuring that these houses cannot access the Wanborough Road in the direction of Covingham. This is to prevent a rat run through Covingham. Major issues are currently being experienced at school drop off and pick up times at the junction of Kingfisher Drive, The Harriers and St Pauls Drive due to parents driving to and from the school, which is causing severe congestion, irresponsible parking and sitting in their cars at inappropriate locations with the engines idling. It is unreasonable to expect children to walk from Lotmead, therefore the problem will be made worse. The Parish Council has no choice but to object to Covingham Park School being used for this development unless mitigation measures can be put in place to ensure that the situation does not worsen
Great Coxwell Parish Council	No	N/A
Faringdon Town Council	No	N/A
Liddington Parish Council	10 May 2019	Updated comments awaited Liddington Parish Council requests that for the construction phase there are detailed travel

Consultee	Response received	Summarised Comments
		plans completed to reflect the need to mitigate rat running through the rural villages. Due to the increased traffic as a result of this development, it would also be beneficial for the proposed future traffic calming and measures to reduce rat running be delivered early i.e. at the beginning of the construction phase rather than when the development has been completed. Also concerned about the provision of GP surgeries as the current situation is very worrying. A development of this size can only result in an increase in demand and make the situation worse, if adequate facilities are not made available.
Longcot Parish Council	No	N/A
Nythe, Eldene and Liden Parish Council	8 May 2019 and 7 May 2020	No comment or objections.
Shrivenham Parish Council	No	N/A
South Marston Parish Council	19 December 2019, 18 March 2020 and 15th May 2020	We welcome the plans for the green infrastructure, footpaths and cycleways both on site and off. We do not agree with the maintenance proposals on page 107 of Part 6 of the Design and Access Statement, which read: "The Developer will provide a mechanism for the long-term delivery and stewardship of public open space and commercial buildings on the Site. Their role will be managing the Site in accordance with an agreed Management Plan." This does not address or comply with the tests set out in the draft revised Swindon Local Plan at SP1 4 and DM28 6. Also we would expect Parish Councils to be consulted on matters and decisions concerning Green Infrastructure maintenance for developments within their area of interest. Additionally, there is no reference to the maintenance for off-site POS. Achieving a cohesive, sustainable and robust regime is a major challenge that has yet to be resolved. Would like the southern connector road to be in place and established prior to any other

Consultee	Response received	Summarised Comments
		development work beginning.
Stratton St Margaret Parish Council	Extension of time requested	No response received
Wanborough Parish Council	8 October, 17 December 2019 & 25 March 2020 and 13 May 2020	The majority of the original concerns still apply and make the following comments:- 1. The application is still proposing a first phase of 200 homes off the Wanborough Road. The proposed access off Wanborough Road is in an area which regularly floods but there is no indication as to what measures would be put in place to mitigate this problem. 2. Wanborough Road is the old Roman Road, it is an area of high archaeological interest, within close proximity of the scheduled monument. If this is to be the only access for construction traffic for the first phase then there needs to be careful consideration of the impact on this areas historic value. 3. The first phase of 200 houses will result in an isolated development which is unsustainable with no community facilities. Residents will be forced to use their cars in order to reach important facilities such as schools, doctors and shops. This is contrary to policy SD1 of the adopted Swindon Borough Local Plan 2026 which is the basis of standards and requirements that all new developments should meet. 4. Any construction vehicles should not access the site via Wanborough as the rural roads will not cope with this amount of construction traffic. Parish Council would like to see a detailed construction traffic programme to demonstrate how this will be prevented. 5. The development should not commence until the Southern Connector Road (SCR) and improvements to the White Hart Roundabout have been completed. It is completely unacceptable for Lotmead Village to use Wanborough Road as the main access to this

Consultee	Response received	Summarised Comments
		development site. 6. There needs to be a clearer understanding as to how the first phase will be able to access the Southern Connector Road (SCR) without having to travel through Wanborough or Covingham. The design and access statement figure 5.8 shows the SCR "sweeping around the northern edge" of the first phase (Wanborough Green), but other than the one road which will become a "bus lane" there are no access points onto the SCR. Traffic travelling from Covingham along Wanborough Road towards the SCR can only go "straight on" at this crossroads towards Wanborough, this will force traffic from the first phase to either travel through Wanborough or Covingham in order to reach A419 or M4. This is contrary to SBC's Local Plan and for this reason the first phase off Wanborough Road should not be allowed. 7. The proposed road between Wanborough Green (First phase) and Lotmead Farm will be become a "bus only" road. However this will make it difficult for residents within Wanborough Green to access facilities within other areas of Lotmead Village such as Primary School, GP etc. If SBC agree to allow an area of development off the Wanborough Road then Parish Council urge SBC to close off the Wanborough Road access as soon as the second phase at Lotmead Farm starts which will then link into the SCR. This is the only way that the development will work with the SCR. Ideally there should be no development off Wanborough Road and Lotmead Village should only be started once the SCR is in place. 8. In addition to points 4&5 above, the Design and Access Statement states (page 84) "Wanborough Road Access – once the first phases of the development are completed, this access will be dedicated as a bus lane". This contradicts other parts of the application and indicates that the Wanborough Road access will be used for construction traffic for multiple phases and not just Wanborough Green (first phase). This is clearly not acceptable. 9. Parish Council would like the D&A changed so that the bus gate comes into operation prior to any construction within phase 2-7 and not prior to the first occupation of those properties as this is too late. Contractors or construction workers for phase 2-7 should only be using the Southern Connector Road (SCR) to access development within phase 2-7 and the only

Consultee	Response received	Summarised Comments
		way to prevent them from using Wanborough Road is to ensure the bus gate is fully operational prior to commencement. 10. The bus gate proposal and how it will work for residents within Wanborough Green (Phase 1) is extremely complicated and Parish Council question whether it will work effectively and whether it will be monitored and enforced. It is extremely important that Wanborough Road doesn't become a "rat run" for traffic from the NEV and the only way this can be done, as stated in previous comments, is for the access onto Wanborough Road to be closed off prior to phase 2-7 and once the SCR is constructed. 11. Wanborough Green (first phase) of 200 houses is proposing to use Covingham Primary School as an interim measure until the primary school is built in the second phase. However Covingham School is not within walking distance and therefore residents will have to use their car. Parking around Covingham and Wanborough Primary School is a major problem and any additional cars within this area will make the problem even worse and is therefore not a sustainable interim measure. In addition the Design and Access Statement (page 71) states "The transfer of the land to the Council for the first primary school in Lotmead Village will be provided at an early stage and is expected to be within early phases of the development" 12. Design & Access Statement page 71 – Phasing strategy. There needs to be confirmation of the trigger point for the school, details currently stated are too vague. The SCR should be delivered prior to construction of Phases 2-7. Wanborough Road should not be used for any construction traffic within phases 2-7. It states that the two primary access points to the north A420 and through Great Stall East will not be delivered until phase 7 & 8 which is very late within the whole development. This means there will be a considerable amount of construction traffic using the SCR to Commonhead roundabout. Parish Council raise a concern as to whether Commonhead Roundabout will cope with the amount of additional construction traffic and would like to see the two other primary access points brought forward to help ease the impact on Commonhead Roundabout. The sports hub is not delivered until

Consultee	Response received	Summarised Comments
		phase 5 of the development. This will mean there will be a large number of dwellings built prior to any sports provision. Funding to improve sports facility within Wanborough should be provided to cover provision until facilities are delivered. 13. Parish Council have seen no documentation that indicates a proposed bus network through the NEV that does not use Primary or Secondary routes. Parish Council would like to see the bus strategy for the NEV as they question whether a bus corridor through Wanborough Green is actually needed. 14. The flood mitigation proposals for the whole development site included a number of SuDs and drainage systems. It is important that there is a comprehensive plan as to how these SuDs and drainage systems will be maintained after construction has been completed. It is important that the developer works with Parish Council's at an early stage to ensure this is in place.
Watchfield Parish Council	No	N/A
Western Villages Parish Council	No	N/A
Adjacent Councils		
Oxfordshire County Council	13 December 2019	Developer contributions are required towards: delivery of bus services; and contribution to bus priority measures linking routes serving the New Eastern Villages and the A420 route S6 from Oxfordshire with Swindon Town Centre. With regard to flooding, Swindon surface water drainage policy to be aligned with that of Oxfordshire County Council. The LPA should consult the South and Vale Drainage team for

Consultee	Response received	Summarised Comments
		advice before issuing any approval related to this application. The Transport Assessment (TA) does not assess any of the junctions along the A420 northwards of the Swindon Borough Council boundary. However, traffic generated by this development will impact on junctions along this route, which would include (but not be limited to) the A420/Townsend Road, the proposed roundabout along the A420 north of Shrivenham (planning ref: p15/V2541/O), the A420/Faringdon Road/Majors Road, the A420/Coxwell Road (to be signalised), the A420/Park Road (to be upgraded), the A420/Stanford Road and the A420/A415. This omission is a concern as the impact of this strategic housing site on Bourton, Shrivenham and Watchfield within Oxfordshire has not been fully assessed to confirm if suitable mitigation measures are required along the A420. The trip distribution appears to be based on census data from 2011, which does not capture the significant growth in employment provision within the Science Vale area in Oxfordshire. As a result, the proportions of trips travelling north along the A420, as identified in the TA, are unlikely to reflect present day and future travel to work patterns and consequently, underestimates the impact of traffic generated by the development within Oxfordshire. Neither the TA nor the technical notes in Appendix F outline how (or if) the SATURN base model was validated and to what validation criteria. It is also unclear what data was used to create the base model, although it appears the data may be from 2006, which is not sufficiently recent. Therefore, OCC cannot confirm that the SATURN base model is suitable for usage to assess future years. Due to the uncertainty regarding the base model, OCC has not reviewed the future year methodologies such as trip generation within the SATURN model. Public Transport - Very concerned about the volume of additional traffic that is expected to use the A420 towards Faringdon and Oxford, especially for journeys to work. The public transport strategy for this site and the New Eastern Villages requires much greater definition and certainty. Not only does this site require the provision of high frequency bus services to/from Swindon Town Centre, but this service also needs to be routed either to the Stratton Park area or to the proposed Park and Ride site to the east of the proposed ‘green’ rapid transit link,

Consultee	Response received	Summarised Comments
		where seamless interchange can be made with the Swindon-Oxford S6 Premium Route service. Appropriate bus priority measures should be required as part of a S106 agreement. Other initiatives to transfer people from cars to public transport should be pursued, especially for daily travel to work locations with significant employment opportunities for new residents along the congested A420 corridor. The growing Science Vale area of Oxfordshire, especially Harwell Campus and Milton Park, will provide employment for some of the new residents. Travel Plan - The Travel Plan summited with this application does not contain enough detail on the impact the development or to encourage sustainable travel within Oxfordshire. In addition, the document is written as a framework plan covering the whole development and will need to have supplementary travel plans produced for the different land uses on the development site. Specifically, the document does not have suitable targets or actions to mitigate the impact of single use vehicles from the development site. Public Rights of Way - It appears that the impact of additional pedestrian movements on public rights of way have not been considered within the submitted TA or mitigation measures proposed. Education - It is important that the new schools planned, both the primary schools within the development and additional secondary school capacity outside the development, are available in time to meet the demands of the pupil generation from this application. It should be noted that there is no spare capacity in nearby primary and secondary schools in Oxfordshire.
Vale of White Horse District Council	No	N/A

Consultee	Response received	Summarised Comments
Wiltshire County Council	No	N/A
		Statutory and other consultees
Arboricultural Officer (Paul Maher)	19 December 2019	The new Ecological Mitigation and Management Framework (EMMF) does not provide support for features of arboricultural value as an overarching aim. Instead, the overall aim is to ensure the application site supports ecological features of Local to District Level nature conservation value (EMMF2.13). To omit the arboricultural principles misses the opportunity to imprint a standard for how the future development of the site will be progressed. The increase in the proposed areas for woodland establishment is welcomed. It would appear that there are inconsistencies between the Preliminary Management Recommendations in the “Tree Survey Schedule” where trees are not flagged for removal, and the Tree Retention and Removal plans in the same document, where certain trees and tree groups are highlighted for removal or partial removal. Despite the inclusion of the TPO document in the Arboricultural Assessment, it has not highlighted which trees and groups are covered by TPO in the “Tree Survey Schedule” and so would be subject to removal. Comparing the AIA and the TPO documentation indicates that there are a significant number of trees with TPO’s that would be removed? This needs absolute clarification before any decision can proceed. Tree Preservation Order No. 1 2014 (Land at Eastern Villages, Swindon) covers the whole of the application site and includes individual and grouped trees on the site. Trees along the avenue from Wanborough Road up to the existing industrial units are valuable trees, the loss of which would be significant. As such Tree Preservation Order No. 5 2015 (Land at the Entrance to Lotmead Industrial Estate, Swindon) covers the avenue of trees from Wanborough Road along the private access to the Lotmead Business Village.

Consultee	Response received	Summarised Comments
Biodiversity and Community Forest Officer Jonathan Wilshaw (Community Forest / Biodiversity Officer)	19 December 2019	There is a need to illustrate a more cohesive Green Infrastructure network, consistent with aspirations set out in GI SPD and to be informed by WWT proposals. Doing so should include more inclusive representation of small wetlands, ponds and manipulation of watercourses. A more cohesive approach will help overcome issues of habitat fragmentation and will also aid more effective, sustainable management. The masterplan needs to clearly set out 'zones' e.g. of high public use and nature reserve areas and show how these areas integrate with those outside the red-line.' There is a need to illustrate on the masterplan how tree canopy cover extends/is integrated consistently into development cells. A minimum target figure of 20% canopy cover has been suggested by England's Urban Forestry and Woodlands Advisory Committee. The increase in woodland cover shown is welcome, as is the commitment to off-site planting. Concerned that the masterplan illustrates the woodland fully enclosing the water-course on the eastern boundary of the site. I think this can be designed carefully to allow for sufficient open space along the watercourse but needs to be illustrated on the master plan and considered within the LEAMP. Also need to indicate that the woodland will be (largely) publically accessible. The application needs to clearly demonstrate how a net biodiversity gain will be achieved particularly in light of what appears a significant diminution of 'semi-natural' GI in comparison with the NEV GISPD. - In line with the NEV GISPD, the Central Lakes Nature Reserve (CLNR) will be key to the wider ecological network. Emerging work from the Wiltshire Wildlife Trust should inform the proposals for the CLNR and wider river meadows network.
Conservation Officer		No comment received.
Contaminated Land Officer	16 April 2019 (9 September 2019 & 2 December 2019 & 3 March	No objection subject to pre-commencement conditions as previously proposed. Previously raised concern of the likely presence of suspected contamination on land adjacent to the existing Lotmead Business Village is now mentioned. It is not clear that this has been adequately assessed but it is expected that the developer will carry out the necessary

Consultee	Response received	Summarised Comments
	2020)	assessments to ensure that this land is suitable for use.
NHS Swindon	17 May 2019 and 20 March 2020	Reiterate the importance and need for Healthcare Services to this large scale development. These dwellings will support a population increase of 5,750 (assuming an average of 2.3 people per dwelling). All of whom will need to access health services. The application site sits within the GP Primary Health Care contractual boundary of 2 GP practices: Elm Tree Surgery and Merchiston Surgery. As at April 2019, these practices already have a combined patient list size of 21,088 people, and as a result it has a residual capacity of circa 686. This residual patient list capacity of 686 is split across 2 GP locations covering their GP contractual boundary and falls within Swindon, Shrivenham and some of the Oxfordshire border. In addition, the 2 nearby GP practices Victoria Cross Surgery and Eldene Surgery which might reasonably be expected to meet some of this surplus currently but do not have a legal contractual requirement to provide for this population as it falls outside of their provider boundary. They currently have a combined current list size of 17,105 with a residual combined capacity of circa 587. As they do not have a legal requirement to provide for this population, it cannot be assumed that they will do so, and as such this element of the existing residual capacity has been discounted. As such, there is a need to provide additional capacity to accommodate a further 5064 people and that without the provision of additional facilities and services it will not be possible to accommodate the health impact of the development from within the existing available provision. As a consequence of the way in which the CCG are funded, they cannot obtain any funding for the first two years of the development. There will be additional costs arising from the primary health care needs of the residents of the new development. The calculations show that there is a need to provide additional capacity to accommodate a further 5064 people and that without the provision of additional facilities and services it will not be possible to accommodate the health impact of the development from within the existing available provision. The increase in patients also results in a need for an additional 500m^2 of healthcare accommodation. Therefore, funding for the first two years of occupation would cost £177,611 with accommodation costing £1,135,500 which results in a total, combined financial

Consultee	Response received	Summarised Comments
		contribution of £1,313,111.
Public Health **(**Chris Woodward)	14 May 2019 (No further comments 2 October 2019 or 16 December 2019)	Normalise a smoke free lifestyle – The Swindon Tobacco Control Strategy sets out the aims and objectives for Tobacco Control in Swindon. One of the aims is to increase the number of smoke free places in Swindon. Having communal areas, such as play parks, local centres etc., as smoke free places with no outside smoking areas would support the aims and objectives of this strategy. The proposal does not assess the impact on health or social care services. The sports hub will provide outdoor sports and changing facilities – are details of the changing facilities available to confirm that they will meet the needs of all. The proposal does not appear to include space for indoor activities which may benefit residents who would not take part in traditional field games however I understand that these may be included in the new indoor leisure centre which will hopefully be located in the NEV district centre. Access to open space and nature - The proposal does provide a range of children's play areas. I have noted the suggestion from Sport England about exploring the possibility of connecting the play area (NEAP) with the sports pavilion with the applicant. The open and natural spaces should aim to be welcoming and safe and accessible for all. The proposal does not set out how the open spaces will be maintained and managed. Accessibility and Active Travel - The proposal does not include connectivity with the proposed Redlands Village to the South East of the development – road or walking and cycling. Could this pleased be checked. The design and access statement references green routes for walking and cycling. I have noted the detailed travel plan. Access to Healthy Food - New allotments (up to 2.6ha) will also be delivered on the site to serve future residents of the villages. The proposal does appear to facilitate the supply of local food, shops including classes are outlined.

Consultee	Response received	Summarised Comments
		Access to Work and Training - The proposal will provide employment opportunities. Social Cohesion and Lifetime Neighbourhoods - The proposal does include a mix of uses and a range of community facilities. It is not clear if the proposal will provide opportunities for the voluntary and community sectors. It will be good to have community involvement included as the proposal develops. Climate Change - The proposal should ensure that buildings and public spaces are designed to respond to winter and summer temperatures i.e. ventilation, shading and landscaping. I note the Environmental Statement Non-Technical Summary includes Chapter 8: Socio-Economic and Human Health. This chapter references the Rapid Health Impact Assessment (HIA) tool from the Healthy Urban Development Unit – has a Rapid HIA been completed by the applicant and could this be shared?
CPRE Wiltshire – The Countryside Charity	9 December 2019 & 15 May 2019	To propose 3, 5 storey, marker buildings and 9, 4 storey ones, in what is described in all the rest of the descriptive texts as 'villages' seems wholly inappropriate and out of context of the aim of creating a semi-urban village. What is shown is an urban entity. Our main concern is with the integration of the phasing of the housing development of this site with Great Stall East in relation to the main connector road, the Park and Ride delivery, and the secondary and primary schools. The triggers for these must be explicit in the context of commencement and delivery of the housing phases. Commencing near Wanborough Road would result in construction traffic severely disrupting the current use of this road. When completions come forward, it will encourage occupants to continue to use that road by car for commuter journeys. Suggest that the area around the primary school be the first phase. This would enable new occupants to access the secondary school in Great Stall East and use the P&R site for commuters along the A420, as well as access the other proposed facilities. The internal connector road and the bus services along it, must be established ahead of the delivery of sizeable numbers of dwellings.

Consultee	Response received	Summarised Comments
		With regard to flooding and water conservation - as in Gt Stall East, the figure which should be used for flood risk is 1 in 25 years, not 1 in 100. The speed at which new Climate Change data is coming forward indicates that planning for this part of Lotmead and the wider adjacent areas should prepare for flooding as well as installing radical water conservation schemes within the developments. Swindon is a water stressed area despite heavy recent rainfall. There should be underground water tanks to collect most of the surface water rather than losing it though complicated SUDS systems. It is extremely important that each phase of Lotmead can be agreed in Design terms from the outset. How all the Phases harmonise with each other in terms of layout, design and materials, rather than evolving as separate chunks of housing with no overall design and layout continuity yet avoiding repetition. The Borough Master Plan and Design Code information does not detail the nature of each village identity in terms of overall design and materials. Effects on Soils in the wider area - We do have concerns with the issues regarding the complexity of building on land where there are historic issues of flooding, and contains many water courses, and subsequent soil contraction particularly in dry conditions, combined with the overall cumulative effect of soil capping such an extensive area with development. Transport - It is anticipated that the whole site will not be completed for 20 years. Whilst it is important that building roads for the immediate village traffic flows must be considered, there should not be over provision for vehicles. The future, where live/shop/work patterns will have changed due to technology, healthier lifestyles and concerns for the environment will grow, will need less tarmac not more. Internet shopping has reduced journeys to centres and more people can work flexibly from home. The designs for internal village roads and links to employment sites should acknowledge and have regard to these factors.
Woodland Trust	8 October 2019, 21 May 2019 & 26 March 2020	The Woodland Trust's 19 hectare/47 acre Warneage Wood, Wanborough (OS grid ref: SU 206 835) is situated just over 1km from the application site. The Woodland Trust is particularly concerned about the proximity of a substantial development close to this popular woodland site

Consultee	Response received	Summarised Comments
		and the likely effect of extra demands on it, including the following: Intensification of the recreational activity of humans and their pets cause disturbance to the habitats of breeding birds, vegetation damage, litter, and fire damage; Surrounding development can isolate the wood by eliminating wildlife corridors viz. hedges along which the more mobile elements of flora and fauna can redistribute themselves. This may result in the gradual decolonisation of the site, and such corridors are essential to the biodiversity of a living environment being sustained; Increased pedestrian useage causes path erosion, increased litter and deterioration of entrance furniture as well as the possible need for more secure entrance arrangements to deter vandalism. The application does not appear to have provided an open space appraisal in accordance with Policy EN3. We would like to see an obligation for developer contributions to be levied in order to compensate for increased management costs and habitat disturbance that will affect Warneage Wood as a result of implementation of this planning application. Indicative calculations show a required commuted sum to be £2,000 per annum, which equates to an endowment sum, at 3% perpetuity, of £67,000. From a wider perspective, we support the need for more detail on how new green infrastructure tree planting to benefit the development will be delivered in order to achieve the England Urban Forestry and Woodland Advisory Committee's minimum target of 20% canopy cover ('England's Urban Forests'). Concern about the potential impact of the proposed development on several trees with sizeable girths and/or which display veteran characteristics including T19, G150, T153, T177, T183, T192 and T237. Whilst the Trust acknowledges that it is stated within the Arboricultural Impact Assessment that the applicants will adhere to the 15x stem diameter recommendations

Consultee	Response received	Summarised Comments
		highlighted within the Standing Advice, we have concerns over the calculation of the Root Protection Areas. A 15m buffer is to be provided, but for trees with a larger girth this may not necessarily be adequate to protect them from the impacts of the surrounding development. As such, the Trust asks that these trees are provided with a full, un-encroached RPA in line with Natural England's Standing Advice.
Council's Archaeological Advisor (Melanie Pomeroy-Kellinger)	18 December 2019 and 6 April 2020	Outline Archaeological mitigation Strategy and Heritage Management Plan awaited. The construction access route for the first phase is a highly sensitive area in terms of archaeological remains. Groundworks or widening to accommodate the construction traffic, would require further archaeological mitigation, and the outline mitigation strategy will need to be updated accordingly. December 19 - The draft archaeological mitigation strategy has been updated. However, I have number of comments. 1. Section 1.4 I am still not content with the wording in the first part of this paragraph. I suggest the first sentence is removed 2. Section 5 needs to specify that all stripped areas will be scanned with a metal detector as well as all spoil 3. The plan attached to the end of the document that shows the 5 mitigation areas, does not have a key that indicates the excavation areas are indicative, to be refined and agreed within the SSWSI for each area 4. We need confirmation that Swindon Museum has been notified of this project and agreed to take the archive. I was looking for the Heritage Management Plan for the Scheduled Area of the Roman town that fall within the development area. However, the document under this title appears to be another copy of the draft mitigation strategy. Could you please forward the

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		Heritage management Plan and I will comment on this separately? Once I am content that the mitigation strategy has been amended in line with my comments, I will be in position to give my final advice on this application. It is likely that I will require the following three archaeological conditions to be attached to any grant of consent: 1. Archaeology – final detailed mitigation strategy A final detailed archaeological Mitigation Strategy is required to be submitted to and agreed in writing by the Local Planning Authority prior to any submission of reserved matters application. 2. Archaeology SSWSIs - After approval of the Outline Mitigation Strategy and prior to any development commencing within the red line the following information is required to be submitted: a) Written programmes of archaeological investigation (site specific WSIs) that shall be in general accordance with the mitigation strategy set out in the Detailed Mitigation Strategy will be produced for each mitigation area. They should include on-site work and off-site work such as the analysis, publishing and archiving of the results and a timetable for implementation, has been submitted to, and approved in writing by, the Local Planning Authority; and b)The approved programme of archaeological work has been carried out in accordance with the approved details. 3. Archaeology Management Plan - No development shall take place in the red line area of application site until a detailed management plan to ensure the preservation in situ of the areas of archaeological remains (non-designated) has been submitted and agreed in writing by the LPA. The development shall be carried out in accordance to the approved details, and the obligations for this should extend to any other owner or management agency the land is passed to.
Crime and Disorder Manager	21st May 2019	In view of the fact that the size alone of the proposed development is very likely to impact significantly on the policing of the new area, I will be grateful if I can be included in any future meetings or discussions that may have a bearing on designing out crime and disorder.

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Wiltshire Police	21 May 2019	Suggest that the development be built to Secure by Design standards.
DEFRA	No	N/A
Lead Local Flood Authority / Drainage Engineer (Richard Bennett)	19 September 2019	Objection. Environment Agency have objected to the application. We need to understand that the revised model extents have been approved and all development including attenuation features will be outside the approved extents. We have reviewed the FRA Addendum technical note dated 22/08/19 and confirm that this has addressed our concerns raised previously regarding the surface water drainage and watercourses through the site being retained. Whilst we see that the landscape parameter plan has also been updated to show additional drainage features, this does not seem to show all the drainage conveyance features shown on the Surface Water Management Strategy or their continuation to the main rivers. It is good to see that the parameters have been set for a number of catchments so that the attenuation and conveyance features for these areas can be provided within the individual parcels coming forward and delivered in line with the SuDS Vision SPD. We hope that some of the larger parcels can also be split down further through reserved matters to ensure a number of smaller flow rates are provided. However, we do need to understand that the modelled flood extents are acceptable to the Environment Agency before we can remove our objection to ensure any proposed development including attenuation features will be located outside the approved flood extents.
Environment Agency Michelle Kidd	13 January 2020, 14 October 2019 and 7 April 2020	The Addendum to the March 2019 Flood Risk Assessment (reference 27970/4003/TN001, dated 22 August 2019 and prepared by Peter Brett Associates) demonstrates that flooding would remain within the proposed floodplain restoration scheme for the increased climate change allowances. Residential development is located within the current 0.1% and 1% AEP outlines which form the current flood map but the floodplain restoration scheme has revised these outlines shown in drawing number 27970_016_MI013. The floodplain restoration scheme will need to be fully implemented prior to any development within the current flood outlines to

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(David Griggs)		avoid an increase in flood risk elsewhere. The proposed development will meet the requirements of the National Planning Policy Framework in relation to flood risk if planning conditions require the following: The scheme for the restoration of the floodplain to the Liden Brook be submitted, approved and fully implemented; The development be carried out in accordance with the submitted flood risk assessment; Floor levels shall be no lower than 300mm above the calculated climate change flood level; The design of main river crossings be agreed and implemented; An agreed site wide watercourse enhancement scheme be implemented; An agreed scheme, including protection during construction and a financed management plan for a minimum of a 10 metre wide ecological buffer zone alongside the River Cole and its tributaries shall be carried out as approved to ensure the area is free from built development, footpaths, lighting, domestic gardens, non-native species and formal landscaping; An agreed landscape management plan, including long term design objectives, management responsibilities and maintenance schedules, shall be carried out as approved; An agreed remediation strategy to deal with any contamination shall be carried out as approved`; An agreed scheme to dispose of foul drainage shall be implemented as approved.
Education Place Planning and Admissions Swindon Borough Council	3 June 2019	A scheme of 2,500 dwellings would require 4FE of primary school places with land provision of 4.4ha to permit expansion to 4.40FE to cater for the additional need. An appropriate solution would be two 2FE primary schools each with 26 part time place nursery with one school located at Lotmead and one school located at Lower Lotmead. A suitable serviced and accessible site of 2.2ha for a Primary School would be required from first occupation of any dwelling on the site. In addition to this, financial contributions towards education provision would be required. Trigger points for contributions should be established as necessary. Trigger points for the provision of a suitable serviced and accessible site of 2.2ha for the second Primary School and the opening and continued operation of the second

Consultee	Response received	Summarised Comments
		school would be established as necessary. It should be noted that the Council recently developed baseline designs and costs for new schools based on the Class Solutions model used across a number of new and existing schools in Swindon. The result of the exercise has been to increase the baseline cost of a new 2FE primary school from £6.5m to £7.74m and therefore contributions towards the construction of new facilities will be sought at the new higher level. Prior to the opening and continued operation of the first primary school, provision would need to be made to cater for the education needs of the occupants of the initial dwellings. There is currently capacity at Covingham Park Primary School and the developer should make arrangements for primary students to attend there on a temporary basis until the first new, on-site Primary School is continually operational at an appropriate trigger point. A safe and attractive route would need to be provided from the site to Covingham Park Primary School. At present, whilst there may be spare capacity at Covingham Park Primary School, this school is located 1.5 miles from proposed phase 1 of the application. The current access route is not perceived to be safe or attractive as the route is unlit, narrow in places, with most vehicles seemingly exceeding the speed limit along Wanborough Road. Only an uncontrolled crossing has been suggested within the outline application. Further assessment of this route is currently being undertaken. Pupils from the application site attending Covingham Park Primary School would only be seen as a temporary measure and only appropriate in the context of a long term solution of new Primary Schools being provided on site at a later date at agreed trigger points to meet the education needs of the development. Secondary School Pupils - The proposal would generate a requirement of 1.67FE of secondary aged children. The NEV will require a minimum of an 8 form entry 11-16 secondary school. To achieve this, SBC require a plot of land in the order of 9 hectares within the NEV. Depending on the ultimate development yield, the size of the secondary school may increase in size to a minimum 10 form entry secondary school requiring circa 11 hectares of land. Financial contributions towards the provision of this secondary school would be required. SBC have considered alternative solutions such as expanding existing secondary schools within Swindon.

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		This option would not provide a whole solution to the New Eastern Villages and would produce a fractured and unsustainable provision not in line with a new sustainable community. As there is an expectation that secondary aged pupils can travel further to access school places, in the interim period prior to construction of the secondary school, it would be expected that secondary pupils from the development would utilise Dorcan Academy providing capacity is available until a suitable trigger point is reached. Location of Private Nursery Provider - The proposal for up to 2,500 dwellings would result in 675 pre school children. From Autumn 2017 the Government will change the free entitlement for Early Years provision, by doubling the current 15 hours to 30 hours for working families. This will reduce the capacity within the nursery classes attached to schools. In addition to the nursery classes at each school, the wider development should have a centrally located space that a private nursery provider can operate from. Therefore, a private nursery provider space is to be centrally located within the application site.
Environmental Health (Tobi Parker)	27 June 2019	The development is acceptable in principle subject to conditions requiring: a Construction Management Plan; that dwellings be designed to ensure noise limits are not exceeded; that existing properties do not experience unacceptable noise during construction; that measures be put in place to protect properties from noise from the commercial units; that the artificial lighting associated with the sports pitches be designed, installed and maintained in full compliance with The Institution of Lighting Professionals (ILP): Guidance Notes for The Reduction of Obtrusive Light GN01:2011; that the sports pitch and pavilion shall not be used and the associated floodlights shall not be lit, outside the following hours:- 09:00 - 21:30 Monday to Friday and 10.00 - 21.00 Saturdays and Sundays; that the use of whistles in association with the sports pitches are not used after 1900 hours; details of the ball stop fencing surrounding the sports pitch be agreed and put in place; and in conjunction with other mitigation measures, the approved fencing shall achieve a maximum noise level of 57dBLAmax(fast) at the façade of the nearest dwelling.
Planning Policy	No	N/A

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Highways England	27 April 2020 Other responses received on: 1st April 2020 (hold determination of the application); 9th December 2019 (hold remains in place); 2nd October 2019 (hold determination of the application); and 15th May 2019 (no objection, conditions recommended).	27th April 2020 No objection subject to the following conditions: 1. No more than 250 dwellings of the development hereby permitted shall be occupied or brought into use unless either; a) improvement works at the A420 Gablecross roundabout, as shown in drawing NEVGCJ-ATK-HGN-GCJ-DR-D-0006_P06 (A420 Corridor and Gablecross Junction Option 2A General Arrangement, dated 26 April 2019), have been implemented in full and are open to traffic; or b) an alternative scheme providing the same or greater benefit as a) has been submitted to and approved in writing by Swindon Borough Council in consultation with Highways England and has been implemented in full to ensure that the predicted traffic effects at the A419 White Hart Junction caused by the development are mitigated to at least the same extent as (a). Reason: in the interest of the safe and efficient operation of the A419 trunk road and the A420 between White Hart junction and Gablecross junction. 2. No more than 200 dwellings of the development hereby permitted shall be occupied until: a) The Southern Connector Road is complete, open to traffic and accessible to the development and; b) the scheme at A419 Commonhead Roundabout (Atkins Drawing Number NEVSCR-ATK-HML-SCR-SK-D-0015 or an alternative scheme of works which provides equal or better benefit to the Strategic Road Network) is complete and open to traffic. Reason: in the interest of the safe and efficient operation of the A419 trunk road. 3. No dwelling for which planning permission is hereby granted shall be occupied unless and until: a) a Travel Plan Co-ordinator (TPC) has been appointed to secure the delivery of the Travel Plan in line with Swindon Borough Council's 'New Eastern Villages Framework Travel Plan Supplementary Planning Document'; or b) a S106 agreement has been entered into with Swindon Borough Council to secure the required financial contribution to be used towards the implementation and monitoring of the New Eastern Villages Residential Travel Plan to facilitate modal shift away from the car. Reason: in the interest of the safe and efficient operation of the

Consultee	Response received	Summarised Comments
		A419 trunk road and M4 motorway. 4. No more than 730 dwellings of the development hereby permitted shall be occupied until: a) a contract for the construction of the works for the improvement of Junction 15 of the M4 and the A419 has been let. The works shall include: i) A419 Commonhead southbound merge to M4 Junction 15; a TD22 Type E Lane Gain; to provide 3 lanes between Commonhead and Junction 15; ii) the removal of the bus layby on the A419 southbound carriageway on the approach to M4 Junction 15; iii) M4 Junction 15 roundabout – widening of the circulatory on the southern side between the off and on slips; and iv) M4 Junction 15 roundabout – provision of a dedicated left slip from the A419 southbound to the eastbound on slip Or: b) Details of an alternative scheme providing the same or greater benefit as a) in terms of offsetting the unacceptable impacts of the development has been submitted to and approved in writing by Swindon Borough Council (in consultation with Highways England) and a contract for the construction of the works for the alternative scheme has been let and the approved scheme completed in full. It is the responsibility of the developer to seek confirmation at the appropriate time that the relevant contract has been let. Reason: in the interest of the safe and efficient operation of the A419 trunk road and M4 motorway.
Local Highway Authority	17 October 2019	No objection subject to the developer entering into appropriate legal agreements to provide transport related infrastructure under Section 278 and 38 of the Highways Act 1980 and Section 106 of the Town and Country planning Act 1990, together with the highway conditions

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		recommended below: 1) Design Code - Prior to commencement of the development, a Design Code shall be submitted to and approved in writing by the local planning authority. The Design Code shall include the means of achieving direct, safe and accessible connectivity to the rest of the NEV development and frontage development to the Southern Connector Road. Reason: To maintain a high standard of design and to ensure a high quality and consistent approach to development of the site in accordance with Policy SD3. Access to Wanborough Road 2) No development shall commence until details of the layout and access to Wanborough Road, together with secondary access points, has been submitted to and approved in writing by the local highway authority. The details shall be subject to a Stage 1 / 2 Road Safety Audit and specify surface material treatment across Wanborough Road, visibility splays, vehicle tracking, signing and lining. Reason: To provide an aesthetic gateway feature to the development, reduce vehicle speeds and improve highway safety and to ensure development complies with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026. 3) No more than 200 dwellings shall be served by vehicular access to Wanborough Road. Prior to the commencement of development of the 201st dwelling, details of the means to restrict vehicular access from Wanborough Road to no more than 200 dwellings, together with details of additional access points, shall be submitted to and approved in writing by the local Highway Authority and carried out in full accordance with the approved details. Reason: To prioritise access to the site by way of appropriate route which restricts inappropriate through traffic from entering the adjacent villages and the eastern side of Swindon. 4) No development shall commence until a traffic calming scheme for Wanborough Road has been submitted to and approved in writing by the local highway authority. The scheme shall be subject to a Stage 1 /2 Road Safety Audit and incorporate carriageway narrowing, provision of a 3 metre footway/cycleway, surface material treatment of the carriageway, drainage, gateway features, signing and lining and a scheme for street lighting. Pedestrian and cycle connectivity shall be carried out in accordance with the approved details prior to the first occupation of the

Consultee	Response received	Summarised Comments
		development. All other elements of the scheme shall be carried out in accordance with the approved details prior to the first occupation of the 100th dwelling. Reason: To increase safety for all highway users, to reduce the attractiveness of the route for inappropriate through traffic, reduce vehicle speeds and to ensure development complies with Policies TR1, TR2 and NC3 of the Swindon Borough Local Plan 2026. 5) No dwelling shall be occupied unless and until the bridge parapets on the Wanborough Road Bridge over the A419 have been raised to a height of no less than 1.4 m in accordance with contemporary trunk road design standards. Details of the works first shall have been submitted to and approved in writing by the local planning authority and Strategic Highway Authority. Reason: To enhance safety for cyclists and in the interest of safety on the strategic road network. 6) No more than 795 dwellings shall be occupied on the site until improvement schemes for the M4 junction 15, together with the A419 White Hart junction are complete and open to traffic. Reason: To ensure the safe and efficient operation of the strategic road network. Access to schools 7) For each phase of the development details shall be submitted to the local planning authority of measures to facilitate a safe pedestrian and cycle route to schools on and off site. No development shall take on each phase until the measures have been approved in writing by the local planning authority. The approved measures shall be carried out prior to the first occupation of any dwelling in each phase and shall be retained thereafter. Reason: In the interests of sustainable transport and highway safety. Southern Connector Road 8) No development shall commence until plans detailing the alignment and design of the Southern Connector Road through the site, including frontages in accordance with the Design Code, is submitted to and approved in writing by the local planning authority. Reason: To ensure satisfactory connectivity and road provision is provided as part of the development to deliver and connect to the Southern Connector Road in accordance with Policies TR1, TR2 and NC3 of the

Consultee	Response received	Summarised Comments
		Swindon Borough Local Plan 2026. Highway provision and construction 9) Within each phase of the development, the construction of proposed estate roads and footways and associated utilities, services and street furniture shall not commence until details of their design and construction have been submitted to and approved in writing by the local planning authority. Reason: To ensure all roads, including any not offered for public adoption, are laid and constructed to an approved standard before buildings are brought into use. 10) No building shall be occupied until that part of the internal service road which provides access to the building is constructed in accordance with the approved plans. The service road as constructed shall be retained thereafter. Reason: To ensure that the development is served by an adequate means of access to the public highway in the interests of highway safety, convenience and amenity. Parking and Turning 11) No dwelling or non-residential building shall be occupied until space for car parking, manoeuvring and turning has been provided in accordance with Swindon Borough Council parking Guidance. The parking space, including garage space (where provided), shall thereafter be kept available at all times for the parking of motor vehicles by the occupants of the dwelling and their visitors and for no other purpose. Reason: To ensure vehicle parking provision is made in accordance with the Council's adopted and emerging standards in the interests of highway safety and residential amenity. 12) No dwelling or non-residential building shall be occupied until bicycle parking has been provided and made available for use in accordance with Swindon Borough Council parking Guidance. Once provided the bicycle parking facilities shall thereafter be retained and kept available at all times for those purposes. Reason: To ensure suitable bicycle parking is provided in accordance with the Council's adopted and emerging standards for occupiers of the dwellings. 13) No development shall commence unless and until details of electric vehicle charging points have been submitted to and approved in writing by the local planning authority. Provision shall

Consultee	Response received	Summarised Comments
		be made for the charging points to all dwellings and additional charging points for non-residential and communal usage. Reason: To ensure adequate facilities are provided to enable the use of electric cars and to improve air quality. Utility Provision, 14) No development shall commence until a scheme for street lighting and street furniture has been submitted to and approved in writing by the local highway authority. The scheme shall include a detailed design specification and details of the appearance of street lighting and other furniture, together with a specification and timetable for installation. Reason: In the interests of amenity and highway safety and to ensure a high quality and consistent design for common structures throughout the Swindon New Eastern Villages. 15) No dwelling shall be occupied until broadband has been provided on site and made available to each dwelling. Reason: To ensure access to appropriate broadband infrastructure in accordance with Policy IN3 of the Swindon Borough Local Plan 2026 and avoid impact of any retrospective installation on the operation of the local Highway Network. Refuse storage and Collection 16) The development shall commence until details of waste storage and collection areas have been submitted to and agreed with the local Highway Authority. The waste storage and collection areas shall be retained thereafter at all times. Reason: In the interest of amenity and Highway Safety. Construction Traffic 17) No development shall take place, including any works of demolition or site clearance, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority and adhered to throughout the construction period. The Construction Method Statement shall provide for: a traffic management plan, which shall include construction vehicle routes to and from the site, arrangements for recording construction vehicle movements to and from the site and making available those records for inspection, details of temporary access points and parking areas for construction vehicles, site operatives and visitors, and a construction workers travel plan; loading and unloading of plant and materials; storage of plant and materials used in constructing the development; a scheme for the on-site maintenance and

Consultee	Response received	Summarised Comments
		repair of plant, equipment and machinery; details of a procedure for wheel washing and vehicle wash down of all construction site traffic leaving the site; details of a procedure for removing debris from the highway at all times; temporary buildings enclosures and staff facilities; details for the erection and maintenance of security and acoustic hoardings; measures to control the emission of dust, smoke, fumes and debris; contact details for the site manager and a liaison procedure with the local community. Reason: To reduce the potential impact on the public highway during the site preparation and construction phases of development.
Historic England Melanie Barge Inspector of Ancient Monuments	18 December 2019, 1 October 2019 and 24 May 2019 and 31 March 2020	No objection to the application on heritage grounds subject to conditions and the agreement of a mitigation strategy and scheme of investigation. We note that the current access route to Lotmead Farm will be used as the main construction route for this phase of the development. This was something we missed in our previous consultations. The route although not included within the scheduled area does pass through and over potential nationally significant archaeology, close to Wanborough Road. If this road needs to be upgraded to accommodate construction vehicles this may require excavation and relaying of the current road. If this will be required then the methodology and archaeological mitigation to undertake this work will need to be agreed with Swindon Borough Councils Archaeological Advisor and us. The site contains the buried remains of a Roman settlement protected as a scheduled monument, and is potentially within the setting of a number of Grade II listed buildings and conservation areas. The majority of the development proposed for the site will not impact significantly on the setting of the scheduled monument. The housing on a small portion of the site south of Lotmead Farm is of concern. The proposed dwellings on this field, although away from the Monument boundary, will impact on the rural setting of the Monument and therefore its significance. Any undesignated archaeology would need to be protected or fully recorded prior to development. The illustrative masterplan shows that the southern edge of the development will be screened from the monument with a new hedge and the development behind will be set away from the

Consultee	Response received	Summarised Comments
		edge with a road and front gardens. The development density in this area would also be low. The dwellings in this area would also be of a maximum of 2-storeys. In these circumstances, the harm to the setting would be less than substantial. Furthermore, the development will deliver an improvement to the part of the monument used as a Fruit Farm/ Pick Your Own. The owner has already improved the condition of the monument by removing cultivation from the centre of the site. Further improvements and interpretation will be undertaken through a finalised management plan which should be secured through the Section 106 agreement. The improved management of the scheduled monument through a management plan would be a positive benefit to the monument and support the application. Subject to archaeological excavation in advance of development, the retention of low density development as shown, and the implementation of an appropriate management plan, agreed by Historic England, then there is no objection in principle.
Housing Officer	18 April 2019 (unchanged at 9 September 2019 & 18 December 2019)	Supportive of the proposed 30% affordable housing resulting in 750 units being affordable. Suggest mix to be: 112 x 1-bed 2 person flats (15%); 375 x 2-bed 4 person houses (50%); 225 x 3-bed 5 person houses (30%); and 38 x 4-bed 7 person houses (5%). The mix of units should be in a 70/30 split between Rented (Social or Affordable) and Intermediate (including Low Cost Home Ownership initiatives). i.e. 525 rented and 225 Intermediate units. Units to be tenure blind and not visually distinguishable in terms of build quality, materials, external appearance, levels of amenity space and privacy. To be arranged in clusters of 10-15 units and be fully integrated with the open market housing. The clusters are to be completely detached from one another; the use of roadways, paths and other access ways will not be considered as sufficient separation between clusters. The tenures within each cluster to be mixed. The car parking provision and arrangements should be at least equal to that provided for the open market housing. This also includes parking arrangements i.e. if the open market units have driveways and curtilage parking then so should the affordable units. Courtyard parking is not favoured and should be avoided. Preference for semis with rear access to gardens and on-plot parking, but if terraced properties

Consultee	Response received	Summarised Comments
		are to be provided then careful design input will be required as they can be problematic with regard to rear access, wheelie bin/recycle box storage etc which should be considered at the early design stage to avoid long alleyways to access the rear gardens and to design out the potential for 'bin blight' at the front of the properties. The provision of 2% (50 units) to be wheelchair accessible units required.
Leisure David James (Leisure Officer)	19 December 2019 & 27 September 2019 & 19 December 2020	There has been no further comfort provided that a functional, viable layout can be accommodated without some adjustment to the indicative masterplan. I note that the sports hub is indicated to come forward before the adjacent local centre. In reality, these will need to be designed together and I request that reserve matters for the centre are not approved prior to the approval of a satisfactory sports hub layout. Previous comments made remain unchanged: 'As regards the revised proposals I note the following concerns; • Drainage – in the design and access statement figure 4.6 Flood Zones does not benefit from a key. The applicant is to clearly state the flood zone status of the proposed sports hub land. • Extent of sports hub – The Green Infrastructure parameters Plan contains an illustration that has the sports hub tone washing over part of the linear park and play grounds. The applicant should clearly show on a land use allocation plan or similar the land that comprises the 9.74ha stated as making up the sports hub broken down into the area of pitches (7.4Ha) and other recreational uses stated in the Design and Access Statement. • As regards the indicative layout of the sports hub the treatment of the east and west boundaries has improved. However previously stated concerns regarding the viability in terms of the ability to deliver the requisite number of useable pitches remain as the interface with the adjacent east west ditch/footpath and the local centre and sports pavilion remain unresolved.'

Consultee	Response received	Summarised Comments
		Sept 19 - I note that the sports hub is indicated to come forward before the adjacent local centre. In reality, these will need to be designed together and I request that reserve matters for the centre are not approved prior to the approval of a satisfactory sports hub layout. Drainage – in the design and access statement figure 4.6 Flood Zones does not benefit from a key. The applicant is to clearly state the flood zone status of the proposed sports hub land. Extent of sports hub – The Green Infrastructure parameters Plan contains an illustration that has the sports hub tone washing over part of the linear park and play grounds. The applicant should clearly show on a land use allocation plan or similar the land that comprises the 9.74ha stated as making up the sports hub broken down into the area of pitches (7.4Ha) and other recreational uses stated in the Design and Access Statement. Concerns regarding the viability in terms of the ability to deliver the requisite number of useable pitches as the interface with the adjacent east west ditch/footpath and the local centre and sports pavilion remain unresolved. With regard to the Central Sports Hub the quantum not only needs to comply with the requirements of policy EN3, but to do so in a useable form that can sustain a robust sports facility that is able to flex over time to ensure long term viability. The indicative layout aptly illustrates the fundamental concerns – the space is too tight and the ability to deliver a robust viable layout at reserved matters stage has not been demonstrated as there are still a number of unacceptable pinch points. Pinch points remain at the North West and South Eastern corners. Simply removing cricket does not address the lack of sufficient space. The indicative plan does not provide sufficient confidence that the sports surfaces will be overlooked by principal rooms of pavilion or the adjacent development to the west. While this is an outline application with the detail to be resolved at reserved matters I have no confidence that the spatial issues apparent can be resolved without a slight increase in the north south dimension of the principle area of pitches. Re-allocating some of the ‘potential local centre spill out zone’ will allow adequate room for sport surfaces. This also necessitates a re-alignment of the east/west swale. Similarly consideration

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		should be given to rationalising the number of north south hedge and path corridors that overly constrain the potential pitch layouts. It is accepted that the make-up and detail of the particular sports can be determined at reserve matters, if due consideration is given to the PPS, which has incidentally covered the current local plan period to 2026. Similarly the details of the pavilion can be left to reserve matters as it will need to reflect to actual uses and demand at the time. Though the indicative GIA and footprint of the pavilion is instructive and appears to be an appropriate mix of changing, hospitality and ancillary uses. Having said that a point of detail is that the team changing rooms should be direct access from the pitches to the changing rooms. The indicative layout does positively demonstrate where artificial surface and sports lighting can be accommodated and a Hockey surface would be welcomed. Given the high clay content of the native soils in Swindon it is worth giving consideration to hybrid pitch such the surfaces developed by SIS Grass and Desso Grassmaster as opposed to natural turf with primary and secondary drainage and consequently requirement for high levels of ongoing maintenance or a 3G artificial carpet. The benefit of a hybrid surface is that the surface can sustain higher levels of use and does not have to be for a specific sport or require fencing so potentially much more appropriate in a public open space setting. The inclusion of cross generational sports of wide appeal such as tennis/netball courts and potential for bowls is noted and welcomed. I am sure that this can be made to work when resolved at the detailed reserve matters stage once fundamental issues noted above are adequately addressed.
Landscape (Andrew Norris)	19 December 2019	Broadly supportive of the submission, with the following concerns with regard to the submitted details: Reaction to the NEAP and LEAP drawings relating to the eastern ‘Canalside LEAP’: The following comments remain unchanged: ‘The inclusion of the ‘Outdoor Fitness Area’ is a welcome addition to the overall mix of

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		activity/play types described LEAP/NEAP hybrid, identified as a 'NLEAP' (Neighbourhood/ Locally Equipped Area for Play). This said however, the equipment identified should be augmented with more kinetic choices: these shown are all too 'static' to be properly engaging. It is foreseeable that inadequately engaging equipment of this type could well be subject to potential vandalism, especially in areas designed for older children/young people (not that outdoor fitness areas should be at all limited to this user group). A more appealing facility with more actively operated equipment is required here. Whilst the accompanying Bespoke Play Area Specification is useful, I am concerned that the approach and additional detail in the DAS for the Outdoor Fitness Area will be used in future specifications to validate a low cost/low interest approach. It is unfortunate, as the equipment choices for the fitness area appear at odds with the otherwise more engaging play equipment.' Whilst the detailed specification of this provision could be dealt with at reserved matters stage, I request an amended drawing setting out more engaging / proper outdoor gym equipment. Keeping the choices illustrated (Design Code 4 p3 of 46) is likely to create issues in future discussions. It should not be a big undertaking to amend these, and would create an improved position for the council going forward in ensuring a more engaging facility is delivered. Conclusions: The Outdoor Fitness Area needs to be more kinetic, with actively operated equipment choices - outdoor gym equipment, not just static bars/benches/multi units to be acceptable. Request amended equipment choices. Management of public access to 'Biodiversity Zones' needs resolving: The Ecological Mitigation and Management Framework (EMMF) report includes a 'Parameter Plan Green Infrastructure' (PPGI) dated 08.01.19 which does not appear to reflect the Illustrative masterplan as set out in the 'DAS Including Design Code Part 2 4.4). This appears superseded by a later PPGI dated 28.03.19 - I assume the inclusion of the apparently superseded 08.01.19 plan in the EMMF is an oversight? Welcome the inclusion of Floodplain Grazing Marsh in the EMMF (Plan EDP 2: Ecology

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		Mitigation Strategy: Species Measures). However, as set out previously, information on how this is to function is missing, and required at this stage. Whilst it may be appropriate for greater detail on this to follow, there appears to be a potential fundamental conflict relating to spacial allocations that needs to be addressed now. My concern is that the areas identified for public amenity (E.g. the lake areas/public open spaces etc.) also exist to support key ecological mitigation functions. The land allocated for this purpose may not adequately support this. A statement is required to clarify how this potential conflict is to be addressed. The following comments therefore remain unchanged: 'The EMMF does not appear to offer information on how areas that appear to be amongst the main destination GI resources for the development will be managed in the context of Ecology and Public access and amenity, eg: - The lakes in the NE of the development are located in a 'Biodiversity Zone' - Play facilities are located in the 'Core Great Crested Newt Zone' - Floodplain Gazing Marsh positioned in a 'Biodiversity Zone', in the centre of a Public Open Space (etc.) These designations appear (potentially) incompatible and need addressing.' Conclusions: The allocation of land uses to support both public amenity/leisure and biodiversity /conservation functions, has the potential to be the source of conflict if they are not adequately considered at the earliest stage (now). It is entirely appropriate for the outline to set out these potential conflicts for consideration now, and not left for later, more detailed submissions. This could take the form of a matrix and/or statement, and would be invaluable in ensuring any potential land use conflicts are flagged now. Previous detailed comments relating to Neighbourhoods: The DAS appears to structure additional detail of the development around 6 distinct neighbourhoods. The following detailed comments appear valid and need addressing in the DAS. I have therefore structured reactions to these neighbourhoods accordingly: 3.1 Lotmead Village Neighbourhood 'Wanborough Green' The following comments remain unchanged: 'The play facility shown against the perimeter of the 'Village Green' area and 'The

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		Common' is far too isolated, and appears to be wrapped in vegetation with no natural surveillance. This is unacceptable'. Whilst I accept that the pedestrian/cycle route running north/south will offer some level of natural surveillance, I remain of the opinion that this vegetation 'wrap' is less than desirable for fostering a successfully self-monitoring space, in particular given the level of intervening vegetation between the housing located to the east and the facility. 'The Common' rectilinear space to the south is a preferable alternative location for the play area, without the visual 'disconnection' demonstrated by the current location. The following comments remain unchanged: 'There is a wedge shaped area of open space, 'Village Green' that the Green Infrastructure Parameter Plan (GIPP) shows as 'Proposed Vegetation', and designates as a 'Biodiversity Zone'. The 'Illustrated Masterplan' does not appear to reflect this. In addition, there are existing hedgerows in the southern corner of 5.8 that appear to cut over proposed paths and are unacceptably close to development blocks. These two drawings need to be reconciled and remain mindful of Policy EN2: Community Forest.' I'm unclear why the Illustrative Masterplan does not reflect the aims of the GI Parameter Plan here. The Illustrative Masterplan needs to show this planting. Housing around the play facility is separated from it by tree and hedgerow planting, which diminishes the natural surveillance potential this proximity might otherwise bring. This lends weight to the recommendation above, to relocate the proposed play facility to 'The Common'. Conclusions: Relocate play facility to a more visible/secure location, eg. to 'The Common'. 3.2 Lotmead Village Neighbourhood 'Lotmead Village - Lotmead Farm' The green space in the centre north of the Lotmead Farm neighbourhood is designated as a 'Biodiversity Zone', containing a LEAP. I understand that the waterbody located close to the LEAP is likely to have restricted access to it, created by fencing/planting, as set out in the Bespoke Play Area Specification (Local Equipped Area for Play with Ecological Enhancements). As concerns raised in 2.0 above, the location of a fenced waterbody next to a

Consultee	Response received	Summarised Comments
		play area presents acute health and safety issues. There should be much greater distance between the two – a water body is highly likely to prove irresistible to children using the space - fencing this off is likely to enhance its appeal, and make it more difficult to monitor. Even with greater distance between the two, high natural surveillance of the waterbody / emergency access is also required. Conclusions: Locating a waterbody behind a fence / planting with restricted visibility is not compatible with a play area in close proximity. The waterbody needs relocating further away from the play area. 3.3 Lotmead Village Neighbourhood 'Lotmead Village - The Meadow' Sections E-E and F-F illustrates existing retained hedgerow with SuDS swales in close proximity. This reduction of existing levels in the vicinity of the hedgerow needs to be undertaken with sufficient space to ensure the hedges longevity. Conclusions: Keep any reduction in existing levels away from retained hedgerow. 3.4 Lotmead Village Neighbourhood 'Lower Lotmead Village - Southern Parkland' Whilst the detail on this can be addressed at reserved matters stage, it is still incumbent on the applicant - at this outline state - to demonstrate that the LEAP play facility here can function with acceptable levels of natural surveillance. It is far from clear whether this is achievable in the configuration shown. Previous comments therefore stand: 'The LEAP is far too isolated and appears to be wrapped in vegetation with no natural surveillance. This is unacceptable.' Whilst the following comments remain unchanged, I defer to the Leisure Officers comments regarding the operation of the Sports pitches: 'The applicant also needs to demonstrate how emergency vehicles can access both the facility and the pitches in this area. The proximity of the LEAP to the goal line could present an issue if not addressed in the detailed design. This also appears to be an issue where the Sports Pavilion, Local Centre and surrounding public realm sit directly behind the goal lines of two pitches and cricket squares. I can identify no mechanism (like a more closely planted tree avenue/ball stop fencing etc.) that addresses the risk to the public and property from stray footballs or cricket balls. This is a fundamental design

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		issue that needs to be resolved at this stage.' NB: Both sections are East - West: there are no sections that describe the relationship between the Sports Pavilion/Local Centre/public realm and the sports pitches North - South, which would be invaluable in addressing this. 3.4 Conclusions: The LEAP shown in the 'Southern Parkland' neighbourhood appears to have unacceptably low natural surveillance. This needs to be improved. There is a foreseeable conflict with the Sports Pavilion/Local Centre/public realm and the sports pitches with regard stray cricket/footballs. It is best demonstrated now that this is a hazard that has been acknowledged in the design, (this is currently unclear) and not left to Reserved Matters stage to resolve. 3.5 Lotmead Village Neighbourhood 'Lower Lotmead Village - Northern Parkland' Previous comments remain unchanged: 'I am concerned about the hedgerow that surrounds the square 'Neighbourhood Space' as described in Section I-I and the perimeter residential development. It appears to be much too close and needs to sit further back. In any case am I correct in thinking that this 'Neighbourhood Space' is actually the Primary School grounds? Sections I-I and J-J do not appear to bear any relation to their source plan Fig 5.5. This is not acceptable and the plan and sections must accurately correspond. A change to the road treatment is required at what will be a well-used desire line / road crossing linking the play facility and the residential development. The proximity of the play facility to the road does not mean that the proposed hedge removes the need for a different treatment. This is a very important location at the edge of the wider development where a driver might naturally want to accelerate. The presence of the play area means there is actually a need for increased vigilance and a reduction in speed.' Conclusions: The development against hedgerow surrounding the square 'neighbourhood

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		space' is far too close, and needs to be set further back. Sections I-I and J-J need to more accurately reflect the source plan. The road corridor needs to reflect the presence of a play area located at its edge. Whilst the presence of a proposed hedge could play a role in controlling access to it, it could also conversely hide it - and its users - from traffic at a point where speeds are likely to be increasing at the edge of the development. 3.6 Lotmead Village Neighbourhood 'Lower Lotmead Village - Canal Edge' Whilst this development area does not appear in the NEV SPD, I am broadly supportive as long as the open space it removes from the overall quantum is represented in a clear commitment to the implementation of the interventions mentioned above. That needs to include, for example, 'Central Lakes Nature Reserve' and woodland planting along the southern canal embankment to the site boundary etc. This also needs to be accommodated in the 'semi-private courtyards' that are strong defining features of this neighbourhood. More needs to be done to prevent the experience of these becoming a set of tight, difficult to navigate car parks. A strong vision/landscape prescription is essential for these spaces, and it is currently totally lacking. Planting of large flowering trees and trees with intense autumn colour around the squares would enhance the sense of place, particularly if it was further reflected in the selection of other vertical elements. For example, a distinctive lighting column and lamp choice should be used in these spaces along with a modular surfacing treatment (e.g. granite setts). I accept these are details for later reserved matters, but the 'direction of travel' of the current proposals is currently too unclear. Conclusions: Any loss of wider NEV GI/open space as a result of this development area needs to be effectively mitigated both outside the development area, (eg. with woodland planting of canal embankment as reflected in the Illustrative Masterplan) and within it. Particular regard needs to be given to the treatment of the neighbourhood squares and semi-private courtyards, which the application currently does not illustrate.
Local Highways	13 June 2019	Comments on Transport Assessment –

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Authority		The isochrome data is presented for the phase 1 development only. Whilst this is helpful for the determination of accessibility up front, further studies of phasing will be necessary to determine what on-site amenities need to be triggered as the development extends to phase 2 and beyond. Figure 3.1 and 3.2 are also presented at such a small scale that determination of walking time accessibility is very difficult. A network of private lanes and footpaths have been cited and it would be helpful to have these mapped so that the masterplan can incorporate them Broad brush statements of cycling being appropriate on-street in Covingham and along Merlin Way is misleading and absence of segregated provision does not justify this assertion. Paragraph 4.1.3 suggests that 3000sqm of Office is included in the assessment carried out, based upon previous work, and yet the subsequent paragraph suggests 2000 sqm The reported office trips to not correlate with the given trip generations and the delivery of 2000sqm of office development as stated in paragraph 4.5.2 which further conflicts with 4.1.3 On internalisation, the number of workers that live and work in an area is proportionate to the opportunities to work in that area. It may therefore be concluded that should Census MSOA areas 020, 023 and 013 be used as a comparable, then the Lotmead development should provide proportionate working opportunities. With this in mind, these Census areas have a workplace population to dwellings ratio of 0.722 workplace employee per dwelling, whereas Lotmead may generate 0.067 workplace employees per dwelling. In this regard, the application of 10% as an internalisation rate is massively over calculated for Lotmead as a standalone development. Furthermore, Table 5.7 infers that Census MSOA areas 020, 023 and 013 have identical populations, which would allow the percentage internalisations to be added; this is not the case.

Consultee	Response received	Summarised Comments
		A street lighting scheme will need to be submitted that meets the approval of SBC's Street Lighting Officer. This scheme may not include full specification lighting, but a scheme to intersperse lighting and areas of no lighting as necessary. Full specification of phase 1 mini bus service will be required for S106 engrossment. Subsequent PT demand should also be illustrated to better direct PT contributions Design codes to be agreed for all internal roads. The Wanborough Road access includes visibility splays of 150m rather than the 43m suggested. Whilst 150m is considered excessive, SBC consider 43m to be too short, given the historical fast use of the road to implementing proposed measures. Visibility splays accommodating 37.5MPH should be applied and illustrated on the access drawing. The road into the site from Wanborough Road will serve both the proposed primary school (initially) and a bus gate. With the primary school forming public utility and bus service provision requiring access via highway maintainable at public expense, this road will need to be subject of a S38 agreement to be secured via S106, rather than it being implied that an agreement will be entered into. A S38 road adoption strategy will need to be agreed for phase 1 and access to other access points prior to the S106 being signed. Flexibility on route choice through reserved matters will be acceptable, but the strategy will need to illustrate how ransom of other sites will be avoided and unfettered connectivity achieved; this should form a layer of the illustrative masterplan. The FULL NEV results should be assessed at the access points and additional housing added to these results The pedestrian priority zone north of Lotmead Business Park may not be included in the developments SATURN coding as Lotmead traffic appears to not be suppressed from using the Symmetry Park access. Road Access through to Redlands development is not illustrated

Consultee	Response received	Summarised Comments
		and this should be shown to address the requirements of the Island Bridge Vision. Notwithstanding the proposed housing delivery, an infrastructure delivery plan should also be provided. This should include delivery of access to Great Stall East/Symmetry Park which should be provided against triggers of necessity to be determined through TA assessment. Access to Great Stall East and access to Redlands should also be illustrated upon first occupation of the proposed Secondary School.
Go South Coast (Bus operator)	15 April 2019	Support the principle of development but suggest conditions or developer contributions to ensure: improved bus services as set out the NEV Travel Plan SPD including required new public transport infrastructure, development of a Bus Rapid Transit Route, Park and Ride facility as well as proportional contribution towards Sustainable Transport Solutions including the Great Stall Bridge. That the width of the carriageway along the secondary access is 6.5m not 6.1m as proposed to meet the requirements of CIHT guidance on buses in new development and to allow for suitable access and flow of buses.
Stagecoach West and Swindon Bus	3 October 2019	It remains that the timing of the primary highways links, and therefore the achievement of the "express bus network" is evidently not under the applicant's control. Even having proper regard to the financial contributions that may be provided by this and other developers towards a more substantial and effective bus service, there remains a very real prospect that some kind of service operating on what would be largely a "bespoke" basis and serving Lotmead and Foxbridge only via the SCR, would be the only thing deliverable in the foreseeable future. We have always been clear that such a route running from NEV southwards via the SCR, connecting the site to the Great Western Hospital and via Queens Drive to central Swindon, was likely to represent a very important component of the long-term bus service strategy for NEV, especially the southern parts of the site south of the River Cole, including Lotmead in particular. This still remains the case and we suggest that the bus provision is secured by the developer in agreement with the Council.

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		Concerns over phasing of the highways elements and the three main access points to the site. It is not clear at which stage which of the phases would come forward - the lack of clarity remains unhelpful. We would contend that this needs to be scoped out before S106 so that certainty can be had of the style and substance of service coming forward, and when.
Natural England (Charles Routh)	23 September 2019 & 21 May 2019 & 14 April 2020	With reference to the provided GI parameters plan Natural England notes there is a loss of overall greenspace provision due to increase proposed planting with access either, restricted or managed. Notes that the provision of recreational lakes falls within the delineation of biodiversity zones' and welcome the aspiration for multiple ecosystem service provision here but would like to see a detailed monitoring strategy that targets recreational impact on the proposed biodiversity zones and the interests within them. North Meadow and Clattinger Farm Meadows SAC consists of a series of unimproved grasslands, managed as pasture and hay meadow, and containing a rich variety of species-rich grassland types, with notably large populations of rare plants like Snake's head fritillaries. North Meadow is also a National Nature Reserve, owned and run by Natural England, and we encourage engagement with nature and with science at these sites, as does Wiltshire Wildlife Trust at Clattinger Farm. Growing visitor numbers in recent years has led to an increase in trampling. This has been particularly evident at North Meadow during April and May when many people come specifically to see the fritillaries in flower. Visitors during April and May can exceed 6000 per month and most visitors during this period arrive by car – the site is easily accessible from the A419 - and are thought to typically live within a 20 minute drive. Trampling leads to vegetation community change and paths have incrementally grown wider over the last ten years and has been identified as a threat in the Site Improvement Plan. While the total area of North Meadow affected by trampling is a small proportion of the overall site area it has a direct effect on features for which the site is designated. Visitor management techniques have been refined over this period with some success in limiting effects, but it is now clear that scope for further improvements in visitor management on-site is minimal, even if resourcing were unconstrained.

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		Natural England considers that increase in recreation is primarily driven by increases in local population (rising at circa 1.7% pa. for Swindon) rather than increased propensity to visit the site. Natural England considers that major new housing developments within a short travel distance of the North Meadow are likely to add to the existing visitor pressure and trampling effects during April and May. Ensuring that major housing schemes in Swindon properly contribute to green infrastructure and green space requirements set out in policy and SPD will, as a general rule, help manage pressures at sensitive nature conservation sites. That said, given that many of the visitors to North Meadow in April and May come specifically to see the fritillaries it is unlikely to be as significant a factor as would normally be the case. We consider, therefore, that while green infrastructure provision onsite is a critical first step in planning for major housing development in Swindon, that alone will not be effective in this case and more targeted measures will be necessary. We welcome the opportunity to set out our views on this issue but expect that Council, as the planning authority, and Competent Authority in any Habitats Regulations Assessment for proposals that could cause harm to the SAC, will form its own view on which measures form an effective, proportionate and deliverable response to the issue.
Consultant Ecologist	4 September 2019, 19 December 2020	19 Dec There is a need to illustrate a more cohesive GI network, consistent with aspirations set out in GI SPD and to be informed by WWT proposals. Doing so should include more inclusive representation of small wetlands, ponds and manipulation of watercourses. A more cohesive approach will help overcome issues of habitat fragmentation and will also aid more effective, sustainable management. The masterplan needs to clearly set out 'zones' e.g. of high public use and nature reserve areas and show how these areas integrate with those outside the red-line 4 sept - More detail is needed for the Ecological Mitigation and Management Framework (EMMF) before determination of this outline application. The EMMF needs to form an overarching plan which informs the individual LEMPs. It needs to set out specific overarching prescriptions which will provide a clear sense of direction for each LEMP. The level of detail

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		provided now should be equivalent to that in the Wichelstowe Nature Conservation Management Framework. Unless this happens my opinion is that a lot of time and effort will be duplicated as the LEMP for each individual parcel is brought forward. That would not represent the most efficient use of resources, and would be likely to slow down discharge of individual Reserved Matters applications. The EMMF needs to include proposals for the 'Central Lakes' nature reserve, including visitor facilities. It needs to explain indicative costings, and how this will be paid for, including details of any payment which will be required from developers of other parts of the NEV, as my understanding is that this is to be a shared resource. Appendix 2 of EMMF (GI Parameters Plan, Planit Intelligent Environments, 28.3.19) of the report shows discrete and separate "biodiversity zones" within the green space. The implication is that the EMMF applies only to the biodiversity zones. The green space as a whole must be managed for biodiversity to restore and enhance ecological networks, following the principles agreed in the EMMF, even though core biodiversity zones may also be appropriate. Reassurance is needed that all the green infrastructure at Lotmead will be managed for biodiversity alongside public access and informal recreation, even if the balance between the two varies. With regard to the Ecological Mitigation and Management Framework (The Environmental Dimension Partnership Ltd, August 2019) additional, specific information is needed. Specification for how Root Protection Areas will be safeguarded in accordance with the relevant British Standard, with reference to additional measures for veteran trees and trees with veteran features in accordance with Natural England's Standing Advice. If this information is provided now it will not need to be duplicated in each individual LEMP, reducing time and potential delay to discharge Reserved Matters applications. Mention potential alternative of GCN District Licensing scheme.

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		Overall design of green infrastructure should be agreed now, so provide ecological coherence as each parcel comes forward. The report needs to confirm that the “strategic green corridors” accord with the indicative dimensions shown in SBC Green Infrastructure Strategy SPD. New bat/bird boxes should be specified as a minimum level of one per two dwellings or as specified in legislation such as the forthcoming Environment Act. Add a lighting Strategy in accordance with guidance published by the Institute of Lighting Professionals or as superseded keeping areas of vegetation retained for wildlife in darkness unless safety considerations require otherwise. A number of new bird and bat boxes should be specified now, expressed as a ratio of new boxes per dwelling (not “per building”). This should be at a minimum level of one per two dwellings or as specified in legislation such as the forthcoming Environment Act. New bird boxes should be clustered for communal nesting species such as swifts, so 5 swift boxes may be on one house for example, with none on other dwellings. Bat and bird boxes should be included on all other non-dwelling buildings within the development e.g. schools, retail units. A figure needs to be specified for Bat boxes. Can details be provided now of how roads through green space will be kept dark? i.e. by using shorter lighting columns and / or gaps in street lighting where roads cross linear features used by bats such as tree lines and hedgerows? Specify how the proposed dormouse habitat relate to proposals for neighbouring sites (as far as is known), and how this will maintain ecological networks for dormice out into open countryside. I am not sure that gully pots near ponds can ever be designed so they don’t act as pitfall traps for wildlife. Can SUDs be prescribed for roads within 250m of ponds and water- filled SUDs? Gully pots without sumps and which discharge directly via a short pipe into suitable terrestrial

Consultee	Response received	Summarised Comments
		habitat may be suitable. This specification should include the northern access roads, which pass within 250m of un-surveyed ponds, and which may contain great crested newts. What evidence is there for amphibians using amphibian tunnels, and their effectiveness for mitigation? Can new ponds also be provided, close to existing ponds, to increase GCN breeding opportunities? Floodplain grazing marsh. Details are needed (located elsewhere in this report) on how the necessary infrastructure will be provided (e.g. access for cattle and tractors, fencing, corralling facilities, water troughs etc). Recommendations should be agreed now so the whole area can be managed and 'farmed' as a coherent whole once built. Indicative planting lists should be included now, to save duplication of time and effort in each LEMP. All culverts need to be otter-friendly, with design principles for achieving this agreed now. More detail of proposed public access is needed now to achieve overall coherence as each parcel comes forward, and to reduce duplication. Monitoring principles and access arrangements should be agreed now, described as an obligation for the developers which will be conditioned, and with annual reports submitted to Swindon Borough Council. The requirement for monitoring, and landowner / land manager consent for access for monitoring visits should be automatic, and not dependent on them being made via Swindon Borough Council staff. Appendix EDP 2 GI Parameters Plan – Planit Intelligent Environments shows "biodiversity zones" separated by green space. How do they relate to each other? While it would be appropriate to have core zones for biodiversity, the green space as a whole must be managed

Consultee	Response received	Summarised Comments
		for biodiversity to restore and enhance ecological networks. Biodiversity Net Gain (The Environmental Dimension Partnership Ltd, August 2019) A biodiversity calculator is an 'emerging' and still relatively crude tool for demonstrating whether biodiversity gain can be achieved on a development site. It attempts to make an objective judgement about data which is by definition quite subjective. I am grateful to EDP for providing this calculation, which, subject to the caveats above, does indicate that modest biodiversity gain could be achieved at Lotmead. The submission of this calculation responds to one of Natural England's comments in their consultation response of 21.5.19. The output data brings into focus Natural England's earlier comments regarding replacement of hedgerows on a 1:3 basis. How is this reflected in the biodiversity calculator? Illustrative Masterplan (Plant Intelligent Environments Ltd, 17.1.19) Swindon Borough Council will need to satisfy itself that Green Infrastructure is being provided in accordance with Swindon Borough Council's Supplementary Planning Document (July 2017). If green infrastructure is provided in full, it will help towards mitigating impacts from increased visitation to protected sites, and towards meeting the test in the NPPF for restoring and enhancing ecological networks (NPPF, para 174b). Habitats Regulations Assessment Discussions are ongoing. The Woodland Trust has observed that the Root Protection Areas of the veteran trees/trees with veteran features at Lotmead should be protected in accordance with Natural England's Standing Advice. The Ecological Mitigation and Management Framework needs to show how that will be achieved. 17 May 2019 - Key information is missing or out of date. Concerned about the potential impact on the North Meadow and Clattinger Farm Special Area of Conservation (SAC) which has been screened out solely on the basis of distance (ES Main report, para 3.9, 12.40, 12.41). This application needs to demonstrate with evidence that there will be not be an effect on the SAC or any other Sites of Special Scientific Interest, such as from increased recreational impact. The North Meadow part of the SAC is approximately

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		11.5km away from Lotmead (Figure 12.1 Study Area, The Environmental Dimension Partnership Ltd, 18.01.2019). North Meadow is 13 minutes driving time from Lotmead and 14.2km by road (according to AA Route Planner). North Meadow is vulnerable to increased recreational pressure (SAC Site Improvement Plan). The ES records (Table 12.2) four SSSIs within 5km of the Site, but impacts on these have also been screened out of further assessment. These also need to be assessed for indirect/direct impacts. Protected species identified on site have been scoped out and not taken forward for assessment (ES Main Report 12.71). These are listed as brown long eared bat roost, foraging bat assemblage, dormouse, otter, water vole and breeding bird assemblage. These are based on 2013 survey data, so the data is well out of date (Ecology Baseline Report, Appendix 12.1). It is unclear how the ES relates to the Update Phase 2 Survey (Appendix 12.2) report which was written to support the planning appeal, and which contains incomplete summary survey data from 2017. The status of all protected species present on the site needs to be assessed within the ES before the application is determined. There is currently insufficient information for Swindon Borough Council to be confident that the ES complies with legal requirements for protected species. The presence of a protected species is a material consideration when a planning authority is considering a development proposal that, if carried out, would be likely to result in harm to the species or its habitat. (Biodiversity and Geological Conservation (06/2005) ODPM Government Circular, para 98). Assessment of effects has not been undertaken for species including brown long eared bat roost, foraging bat assemblage, dormouse, otter, water vole and breeding bird assemblage, (as identified at para 12.71 of ES Main Report). This assessment is needed prior to determination. In-combination (cumulative) ecological effects have not been assessed (ES Main Report paras 12.148-49). The Outline Landscape, Ecology and Arboricultural Management Plan (LEAMP) (The Environmental Dimension Partnership Ltd, February 2019, ES Appendix 12.4) currently

Consultee	Response received	Summarised Comments
		contains insufficient information to be able to determine the application. It is currently little more than a proforma document. While it is not essential to tie down all the details at outline, clear commitments do need to be made setting out what will be achieved, based on clearly expressed principles. The information provided so far does not yet provide sufficient evidence to demonstrate that ecological impacts can be compensated within the green space on site, or biodiversity net gain can be achieved to meet the test in the NPPF. As a result Swindon Borough Council does not yet have sufficient ecological information to be able to determine the application. The LEAMP needs to make a clear link with the specific recommendations in the ES, following completion of ecological assessment. It does not yet do so. The LEAMP needs to include management of the existing pond and proposed wetland nature reserve. Currently it does not. Much survey data (Ecology Baseline Report, Appendix 12.1) is six years old and is out of date. These surveys need to be repeated before this application is determined, and the ongoing validity of 2017 survey data needs to be assessed, as the distribution of species may have changed in the interim. Survey results from 2013 is provided for hedgerows, breeding birds, bat roost assessment of trees, bat activity surveys, dormouse surveys (and continued into 2014), water voles, otters, badgers, white clawed crayfish. Reptile data is from 2014. If surveys are more than three years old the Chartered Institute of Ecology and Environmental Management says The report is unlikely to still be valid and most, if not all, of the surveys are likely to need to be updated (Advice note on the lifespan of ecological reports and surveys, CIEEM, May 2019
Network Rail **(No objection)**	14 May 2019 and 9 April 2020	Network Rail has no objection in principle to the above proposal. Recommends measures for the applicant to take into account to ensure the development does not adversely impact on the safety, operation and integrity of the operational railway.
North Wessex Downs AONB	None	No response received

Consultee	Response received	Summarised Comments
Unit		
Planning Obligations		No response received
Ramblers Association	28 April 2019	To create a safe walking route to Covingham, a pedestrian-controlled crossing of Wanborough Road must be provided, funded by the developer. The proposed development will result in a significant increase in the volume of traffic using Wanborough Road. The existence of a 30 mph speed limit is not a valid reason for not requiring a controlled crossing. We would also point out that a shared surface crossing of the type proposed is dangerous for visually impaired people who are unable to make eye contact with drivers.
Rights of Way Officer		None received
Sport England (Bob Sharples)	17 September 2019 (no further comments 2 December 2019)	Sport England does not raise an objection to the granting of outline planning permission subject to a suitable Section 106 agreement. The sports hub has the potential to be a focal point and an asset to the proposed housing. The difficulty is that the hub may not come forward for many years and the requirement for specific sports may change and therefore at this juncture, it is difficult to be precise on the composition of the sporting mix. It is important that the wording in the Section 106 agreement should allow both the flexibility and provide the necessary resources to ensure the vision of the sports hub can be delivered in a way which reflects the formal and informal sporting needs at the time of delivery. This is also relevant to the pitch configuration which could change to reflect the actual sport need at the time when the pitches are to be provided. It should be noted that the costs for the different pitch configurations could change. It is important there is sufficient funding made available for this eventuality, as well as for the ongoing maintenance costs. A pragmatic solution may be to have the mathematical solution, but to allow 10-15% increase to meet any uplift in space standards and to accommodate the sports which may actually use

Consultee	Response received	Summarised Comments
		the facilities. It could also allow for additional space for increased secondary spend which could be required to ensure that the sports facilities are self-financing. Finally with regards to the pavilion, I believe it is important to ensure that the design addresses 'green construction' and renewables. This will have a higher capital cost, but lower running costs which will be important to ensure the facilities are self-funding, which in turn would be an important factor for the future management of the sports hub. I assume that electric charging facilities will be provided in the car park. Some of the parking could be on Grasscrete or a similar surface to avoid the visual expanse of hardstanding. A specification regarding the tennis courts and other sports facilities should be tied to relevant National Governing Body's standards by suitable wording in the Section 106 with regard to the submission of the reserved matters applications. Consider that the management strategy for the sports facilities should be determined prior to the application for reserved matters, as whoever is to manage the hub, should have a say in what is to be provided to ensure the long term financial sustainability.
Thames Water Conditions	23 September 2019 and 24 April 2019	Thames Water have identified that some capacity exists within the water network to serve 49 dwellings but beyond that upgrades to the water network will be required. An appropriately worded planning condition should ensure that development does not outpace the delivery of essential infrastructure. The existing foul water network infrastructure cannot accommodate the needs of the proposal. Conditions are therefore required to require network upgrade before occupation of the development. As surface waters will NOT be discharged to the public network there is no objection. Thames Water are currently working with the developer to identify and deliver the off-site water infrastructure needed to serve the development.

Consultee	Response received	Summarised Comments
		As strategic water mains run through the development, Thames water advises that these must be respected.
Wilts & Berks Canal Trust (RJ Hacker)	4 October 2019, 12 December 2019 & 23 March 2020	Accept the proposals to deal with the corridor for the Wilts & Berks Canal with the provisos that the proposed enlargement of the flood storage zone alongside Liden Brook should not compromise the canal route; and that the point of exit from the applicant's land at the southwest end can be revised to reduce the impact on the adjacent developable plot. This change is noted in the planning inspector's report (para.10.97). The paragraph refers to the acceptance of this revision to be made at the detail design stage as described in the notes submitted as evidence to the inquiry on 16th November 2017 by Ms Amy Hensler of the applicant's team. A further observation is that the drainage and flood protection provisions remain unchanged from the previous application when the trust argued for an improved protection by using the canal to assist flood alleviation throughout the Eastern Villages area and adjacent lands. It is very disappointing that this opportunity continues to be overlooked. We also note that the Lead Local Flood Authority has objected to several features of the proposed drainage plan, which suggests that there is an opportunity to revisit use of the canal. The trust continues to recommend construction of the basic canal infrastructure at the time of developing the project in order to aid local drainage, enable environmental mitigation measures such as planting to be implemented and reduce disturbance to residents occupying the nearby, new properties. There is also potential gain for the developer by the excavation of material suitable for raising the land on which to build.
SBC Urban Design (Peter Garitsis)	10 June 2019	The Illustrative Masterplan and accompanying Design & Access Statement set out a strong, legible urban design strategy for the site. The fundamental principles are structured according to a robust relationship between the future development and landscape character and Green Infrastructure of the site. My recommendation in design terms is that the future design codes are required to align themselves closely with the design principles that have been successfully illustrated and justified through this outline proposal. This is in the interests of achieving high quality design, achieving the shared vision for the site as set out in this application and

Consultee	Response received	Summarised Comments
		achieving a series of distinctive character areas across the site and for each neighbourhood within each 'village'. A second layer of character creation begins to emerge through the public realm structure set out by the series of legible and connected streets and public spaces. This is an element of the plan that is very powerful in urban design terms and creates the bones for establishing the parameters of a vision and how to achieve this vision through a series of neighbourhoods that relate to each other and to the 'wider whole'. I would recommend that because this plan achieves a good interpretation of 'vision' of place in a way that also achieves our urban design policy objectives, we expect the forthcoming design codes to align themselves with delivering future reserved matters applications within this context. Requirement for future Design Codes - In line with the requirements of Local Plan Policy Theme 1 – High Quality Design and Sustainable Development; prior to the submission of any future reserved matters applications, a Design Code relating to each proposed phase of development shall have been submitted to the Local Planning Authority and approved in writing. Any future reserved matters application must accord, and future development must be carried out in accordance with the approved Design Codes. Sub Sections - No reserved matters applications pursuant to this permission, excluding the Proposed Primary Streets on the approved Master Plan, shall be submitted until details of the proposed subsection applicable to that reserved matters site and its wider area of context has first been submitted to and approved in writing by the Local Planning Authority. The subsections shall divide the site into smaller parts in order to phase the development. Reason: To inform the design coding process and ensure the approval of the development coincides with supporting infrastructure in agreed phases. Design Codes The Design Codes shall develop and interpret the approved illustrative Masterplan identifying and defining existing development, topography, existing and proposed levels, different green infrastructure elements and other guiding principles and strategies to support the urban development. The Design Codes will set out how the subsection will conform with the approved outline masterplan in

Consultee	Response received	Summarised Comments
		terms of the public realm structure, legibility and connectivity of block structure. The Design Codes will also set the aspects of urban design, landscape design and architecture necessary to create and establish distinctive character across each subsection. The Design Codes should essentially provide more detailed design guidance on each of the guiding principles and structuring elements of the 2 distinct villages (Lotmead and Lower Lotmead) as set out in the D&A Statement and the Defining Neighbourhoods section (p73 – 92) in order to achieve real character and distinction of place (summarised below): Overall guiding principles & structuring elements 1. Fusing landscape and townscape - development parcels; landscape influences; recreational spine; SUDS / surface water management; development blocks; heights and density. Outline schemes for the landscaping and equipping of all Green Infrastructure areas and typologies including details of trees and hedgerows that are proposed to be lost and retained will be provided with a programme which sets out the implementation of the Green Infrastructure. 2. New landscape boundaries, edges and habitats to GI. 3. Access & Movement including strategic roads, street typologies, details of internal highways, cycle ways and footpaths; street lighting strategy, parking, permeability and street landscaping including street trees. 4. Permeable and connected villages and neighbourhood which favour pedestrian movement. (Green routes – pedestrian and cycle). 5. Sustainable Transport – 5 walkable neighbourhoods across both villages. Neighbourhood Design Principles - In addition, as part of the 'fleshing out' of these principles and in light of the agreed vision for this site, the design codes should be informed by the Neighbourhood Design Principles of the D&A Statement and in so doing, provide more detailed requirements to include information on the following: Appropriate housing typologies – their 'grouping' and general form, scale and massing characteristics, edge characteristics (enclosure and design including boundary treatments), choice of materials, colour and texture, and any distinctive architectural features that may be developed such as: chimney / heat stacks, bays, window proportioning, rhythms and roof forms.

Consultee	Response received	Summarised Comments
		Reason – defining the unique characteristics of these neighbourhoods under these headings will inform the visual appearance of buildings, streets and spaces. The general uses and higher-level characteristics have all been set out in the D&A Statement and Illustrative Masterplan. As a starting point, the Design Codes should set out where they intend to deviate from the intentions of the D&A Statement, its vision and principles and the defining characteristics of the neighbourhoods. It will be expected that an equal (or higher) level of design aspiration will be expected of a design code in setting out the parameters required for future reserved matters applications. The development shall be carried out in accordance with the approved Design Codes in order to ensure high quality design is achieved as per the requirements of Local Plan Policy DE1, the Residential Design Guide SPD, the NPPF and the need to achieve distinctive character and differentiation of character across the wider Lotmead site.
Wiltshire Bridleways	No	N/A
Dorset and Wiltshire Fire and Rescue Service	18 April 2019	No object to the application subject to conditions to ensure the provision of water supply and fire hydrants.
Wiltshire Wildlife Trust	No	N/A
Wanborough Anti-Flood Group	19 May 2019 & 17 October 2019	Object. It has been shown and demonstrated where the site floods. The Inspector dismissed the previous proposal and advised that only 200 houses should be constructed which without new infrastructure would be folly. In 2007 and 2008 the entire area was flooded to waist height except the small area to the side of Lotmead House which was used as a sanctuary for

Consultee	Response received	Summarised Comments
		animals. Raising footings will not overcome this problem. Water escape is limited by Acorn Bridge and the culverts under the railway. This will result in backing up of water. The existing access is a known flood area. Thames Water will not be able to provide sufficient water to the site.
Beaumont Hamel **Wyndham Road** **Salisbury** **SP1 3AA**	13 April 2019	Wiltshire Swifts: Whilst there has been an increase in the detail and number of nesting sites provided, the number is still woefully inadequate - 2500 dwelling plus other associated buildings with provision of only 325 integral bird bricks + 40 boxes to be sited on mature trees . Other Councils, such as Exeter, are moving towards 1 bird and 1 bat brick per dwelling. As a guideline a minimum overall average of a built in nest/roost site per residential unit should be provided. However, some locations in the development might be more suitable than others and provision could be more concentrated on appropriate residential units. Also your County Ecologist recommends 'a minimum level of one per two dwellings' plus additional 'Bat and bird boxes should be included on all other non-dwelling buildings within the development e.g. schools, retail units'. Swifts bricks are also used by other small birds such as the red-listed house sparrow, blue tits and great tits and are therefore a cost effective way of enhancing wildlife. Due to population decline, swifts are expected to be reclassified as a 'red-listed' species on the UK list of Birds of Conservation Concern in 2021 when the next official list is released.
Swindon Cycle Campaign **(Support)**	7 September 2019 & 14 May 2019	We support the provision of a cycle route from the development along the Wanborough Road and in to Covingham and the cycling provision described in the Design and Access Statement. Page 61 of this describes cycling provision along primary streets as “Pedestrian cycle routes 4m wide where possible and if segregated, but no less than 3.5m”. All pedestrian/cycle provision along primary streets should be segregated. The design shows several pedestrian priority zones. Cycling provision passes through these zones: cyclists should not be prohibited from cycling in these zones. (See Figure 4.6 Movement Framework in the Lotmead Farm Villages Design And Access Statement.) We support the provision of walking and cycling access to Covingham along Wanborough Road, recognising the constraints on making this provision. We suggest that a shared footway /

Consultee	Response received	Summarised Comments
		cycleway should be extended along Wanborough Road to the junction with the proposed Southern Connector Road. This would helpfully increase connectivity in the footpath and cycle network.
		Neighbours and local residents
Mount Pleasant House, Horpit Mrs Rosalind Elmes	10 September 2019	Objects: As the Front Garden development in Swindon has never been completed and has roads that lead nowhere, there is no justification for a further huge area of Swindon's precious green belt, to disappear for a development of this sort. Front Garden should be completed first before any major new development around the town. The demise of the Honda factory in 2021 is estimated to result in a loss of 7,000 jobs in Swindon. While this is a very sad decision, it will undoubtedly reduce the need for further houses in the area. The council should also consider the development of that site for further houses as well as employment before allowing building to occur on Lotmead. Wanborough is a small village which will be swallowed up by this proposed development. There will be chaos on the surrounding roads. The main road through the village is already used as a rat run to the motorway. As one of the many horse riders in the area, it will become even more dangerous to ride on the roads. There is never any inclusion of additional bridle paths in these developments. There is already a plan for development of the nearby Redlands Airfield. That should be the limit until the impact of that and Honda's closure has been assessed and all other developments around Swindon have been finished.
Mrs A Woddy **Old Post House, Bourton**	23 April 2019	With the South Swindon/Wichelstowe site barely developed as planned - why not consider fulfilling this uncompleted development before stretching beyond the reasonable boundaries of Swindon. Wanborough is NOT Swindon and should not be considered as such. Swindon has already swallowed up Purton and many neighbouring small parish villages. With the expansion of Shrivenham and Faringdon, the edge of Swindon and West Oxfordshire is blurred and disappearing fast. Where and when will Swindon stop expanding and swallowing up the countryside?

Consultee	Response received	Summarised Comments
C J & Barbara I Parnell **Beech House, High Street, WanboroughSwindon SN4 0AD**	9 September & 8 May 2019 & 9 March 2020 & 19 May 2020	We strongly object to any traffic having access from the Lotmead Site, New Eastern Villages onto the road leading through High Street, Wanborough. The High Street already suffers traffic congestion from street parking and volume of traffic. All traffic from the proposed new development should be funnelled onto the Southern Connector Road. Development massively out of scale and would overwhelm the local area and the village of Wanborough with cars driving onto pavements. Through traffic along Wanborough is already substantial and causing problems particularly during morning and evening rush hours. It is already congested and potentially dangerous, particularly at peak times. There should be no access to Wanborough Road from any Lotmead development. The road along Burycroft and The Marsh is so narrow and winding this it is wholly unsuitable as a route for additional traffic to Lotmead and Commonhead Roundabout. New Roads must be in place before building commences and it is essential SCR built before the first phase of 200 houses is erected.
Sands Farm, Shellingford Michael J Green (Comment)	March 2020	Not concerned with Lotmead but with the links to the A420 given that it is already at a standstill at peak times. Suggests a new road from Shrivenham to Common Head Roundabout or SCR to take traffic from the A420 away from its busiest sections west of the railway line. This would also allow the railway station to be moved to the A420 area to reduce congestion within Swindon.

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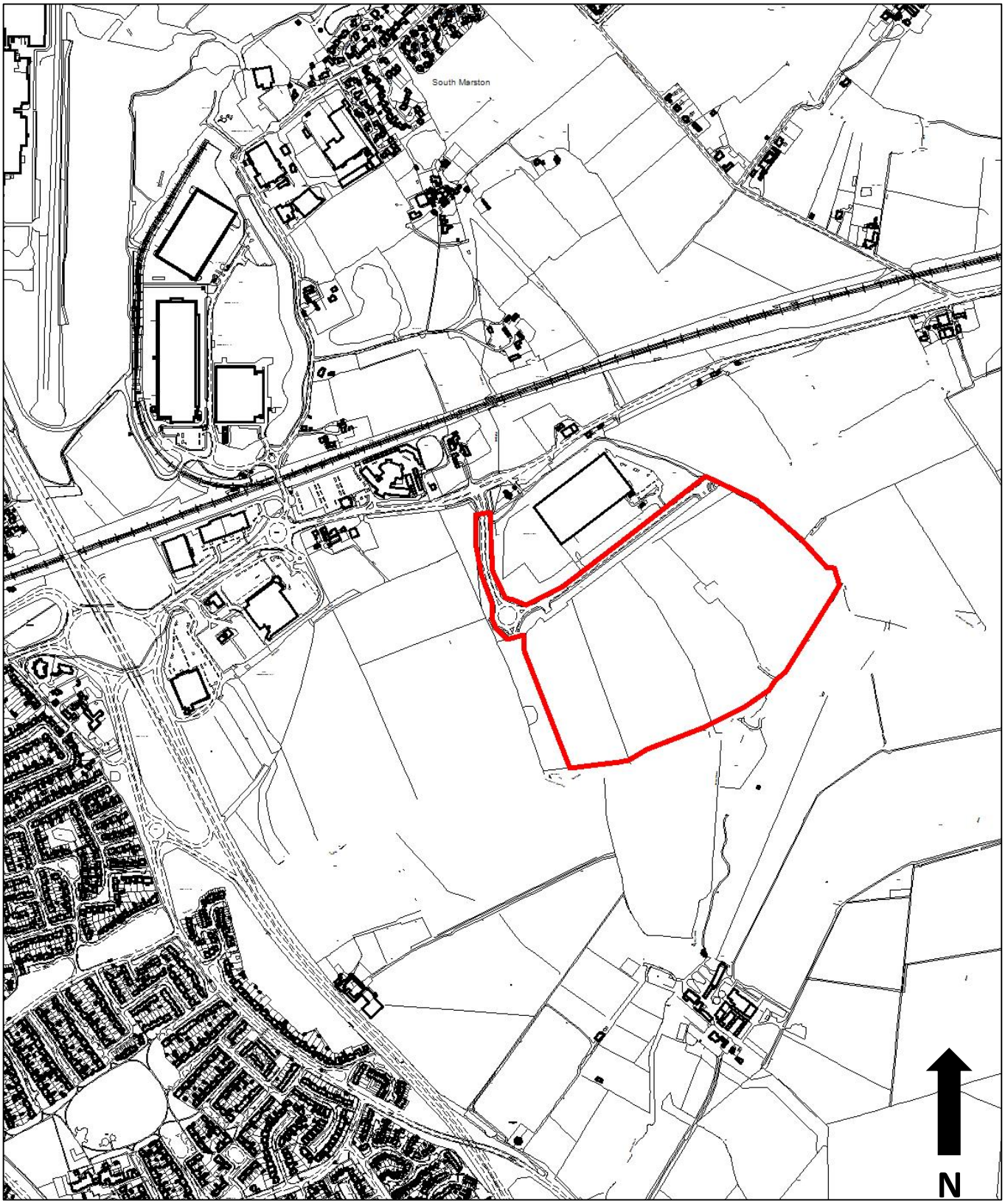
Application Number: S/19/1891

Proposal: Erection of storage or distribution building (use class B8), ancillary buildings, offices, landscaping, vehicular parking, bus depot, creation of 2no. passenger vehicle accesses and associated works.

Location: Symmetry Park (Phase 6) Shrivenham Road South Marston Swindon



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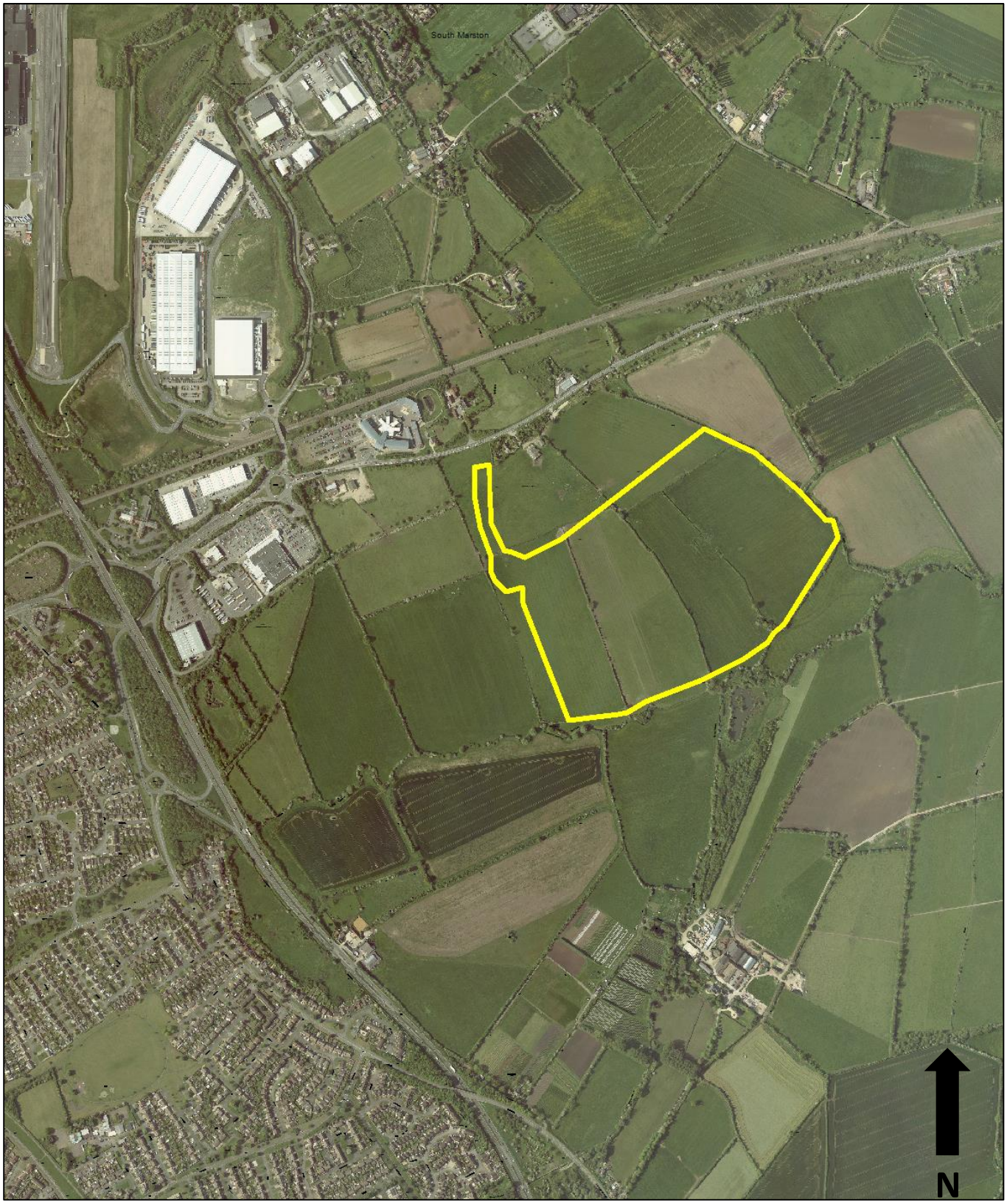

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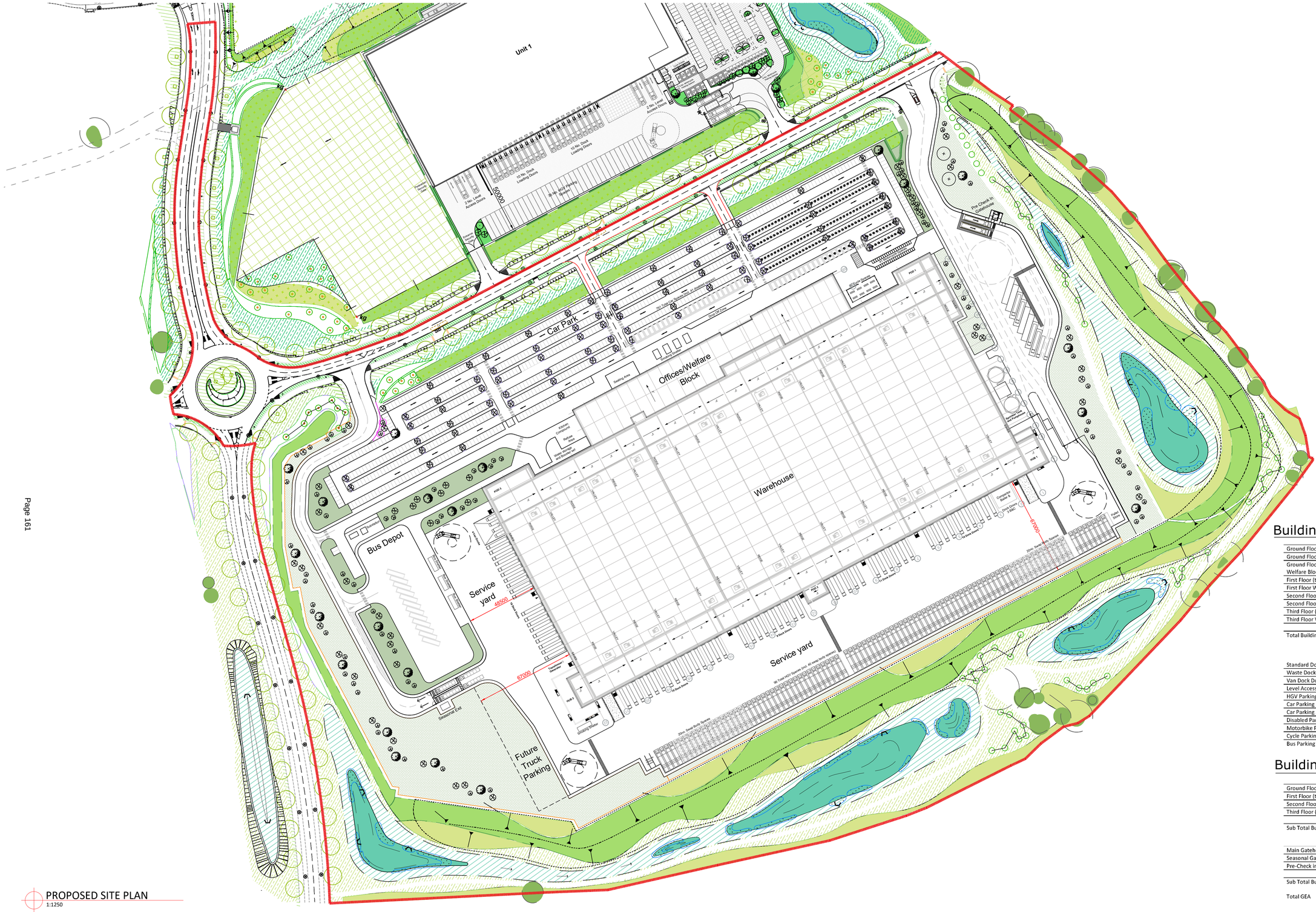
Unit 1
Car Park
Offices/Welfare Block
Warehouse
Service yard
Bus Depot
Service Yard
Future Truck Parking
Pre-Check in Gatehouse
Main Gatehouse
Seasonal Gatehouse
Pre-Check in
Weighbridge
Fuel Island
Sprinkler Compound
Refuse Area
Waste Storage and Treatment Area
Trailer Park for Pre-Marshalling
Trailer Park
Trailer Park for Pre-Marshalling
Swale
Attenuation Pond
Attenuation Pond
Attenuation Pond

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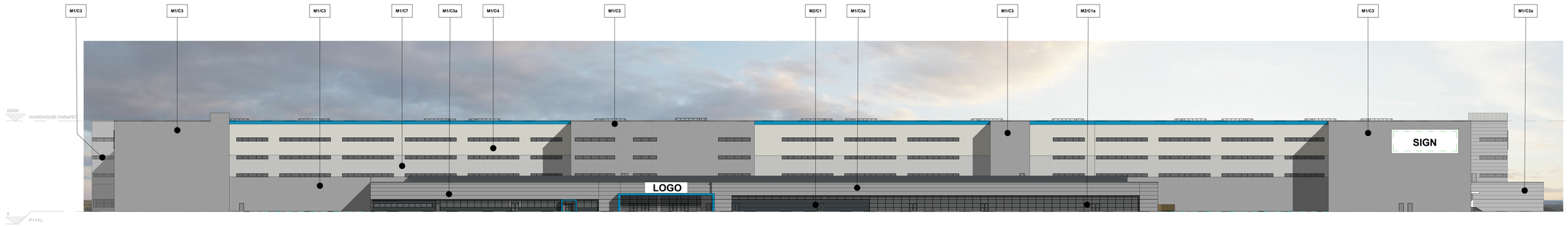
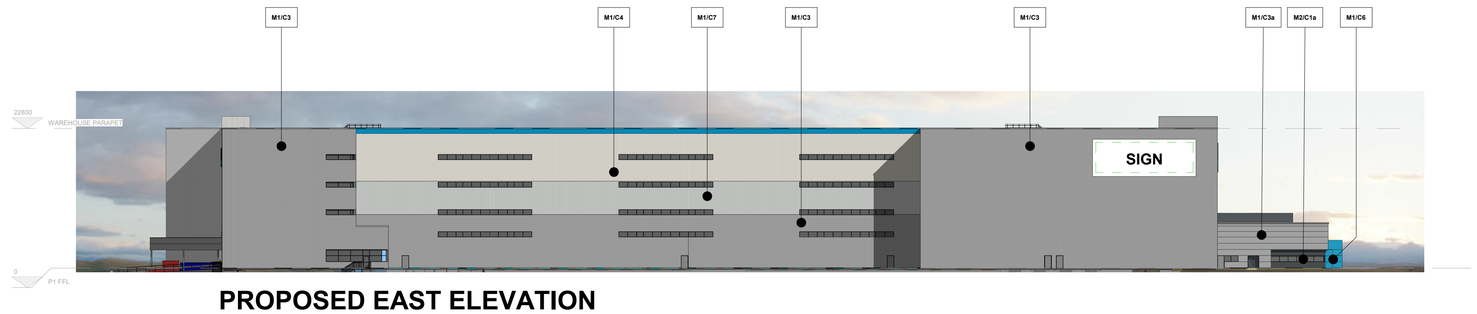


PROPOSED NORTH ELEVATION

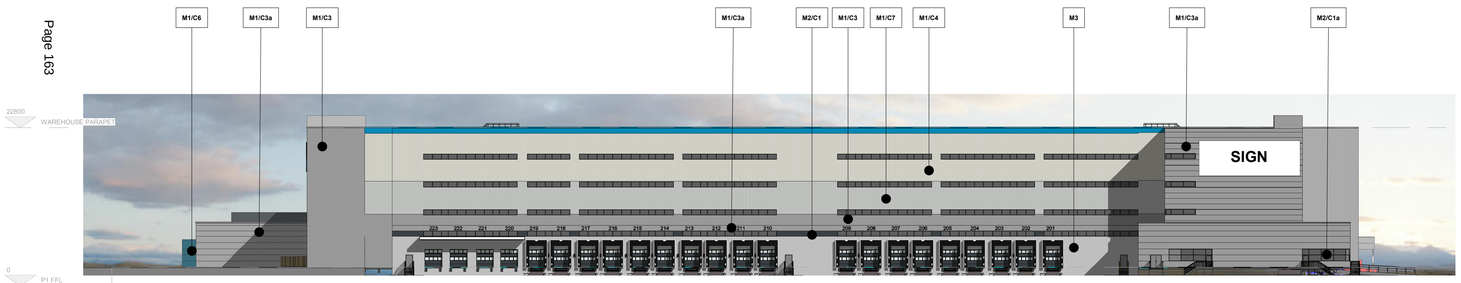
1 : 500



PROPOSED EAST ELEVATION

1 : 500

M1/C3	Built-up vertical wall cladding profiles
M1/C3a	Metal composite panels RAL 7004 Signal Grey.
M1/C4	Built-up vertical wall cladding profiles. RAL 9002 Grey White.
M1/C6	Metal composite wall cladding panel RAL 5012.
M1/C7	Built-up vertical wall cladding profiles. RAL 7035 Light White.
M2/C1	Metal composite wall cladding panel RAL 7016 Anthracite Grey
M2/C1a	Glazed curtain walling system suck as Kawneer 4517. RAL 7016 Anthracite Grey
M3	Fair-faced pre-cast concrete sandwich panel loading dock wall.



PROPOSED WEST ELEVATION

1 : 500

PROPOSED SOUTH ELEVATION

1 : 500

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LOCATION PLAN

NOTES

REV	DATE	DESCRIPTION	DRAWN BY	CHECKED BY
I	23.04.20	Blue band added to south and east elevation	CL	RR
H	20.04.20	Anotation updated, blue band removed to sides and rear	CL	RR
G	25.03.20	Materiality Key Amended	CL	RR
F	17.03.20	Cladding colour reverted to as per RHDHV standard template	CL	RR
E	25.02.20	Hub 2 cladding reverted bact to composite	CL	RR
D	24.02.20	All levels/anotations removed as per comments	CL	RR
C	21.02.20	Cladding colour scheme revised	CL	RR
B	02.01.20	Revised to align with planning officer comments	CL	RR
A	02.12.19	Sprinkler tanks and pumphouse included to east elevations	CL	RR

REVISIONS

PROJECT TITLE
THE HUB, SWINDON

DRAWING TITLE
PROPOSED ELEVATIONS

DRAWING NO.	REVISION	DATE	DRAWN BY
P04	I	20.11.19	CL
SCALE	SHEET	STATUS	CHECKED BY
1 : 500	A1	PLANNING	RR

Ashton Smith, Belvedere House, 2 Victoria Avenue, Harrogate, North Yorkshire, HG1 1EL
Tel: 01423 522882 Fax: 01423 565104
www.ashtonsmith.co.uk

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beyond design

JOB NO. 19067

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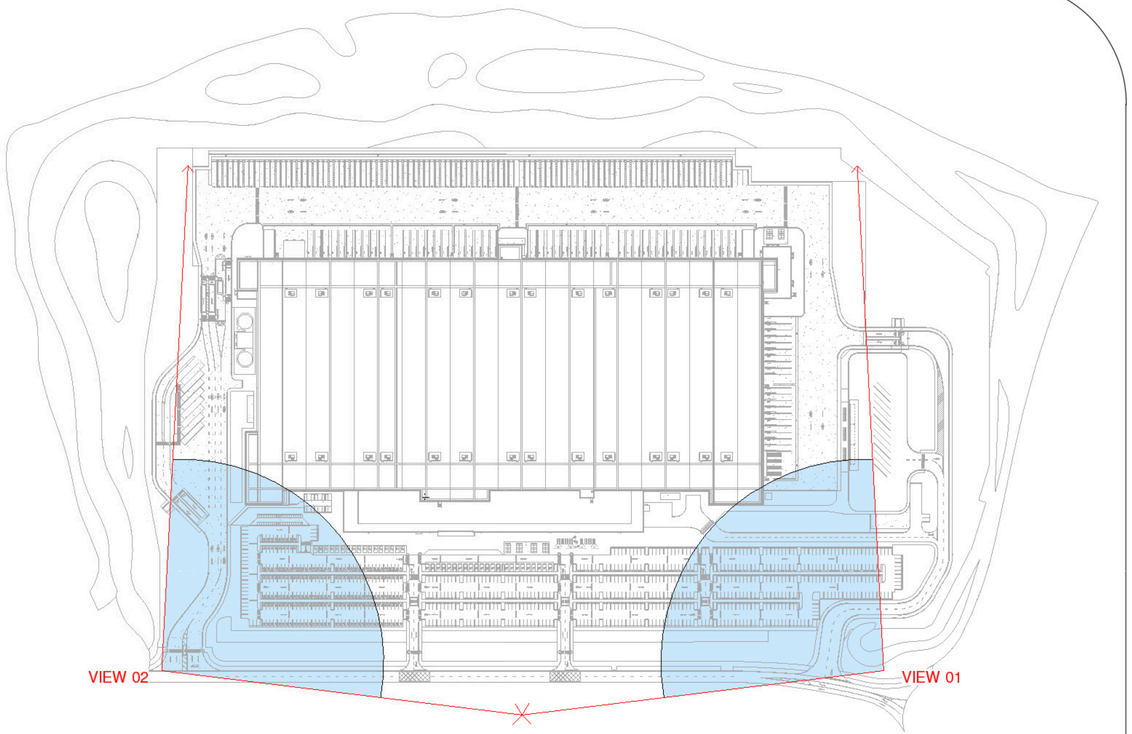

PROPOSED SITE PLAN
1 : 2000

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LOCATION PLAN

NOTES

REV	DATE	DESCRIPTION	DRAWN BY	CHECKED BY
REVISIONS				

PROJECT TITLE
SWINDON

DRAWING TITLE
PERSPECTIVE VIEWS

DRAWING NO.	REVISION	DATE	DRAWN BY
P21		20.11.19	C.L.
SCALE	SHEET	STATUS	CHECKED
1 : 2000	A1	PLANNING	B R.R.

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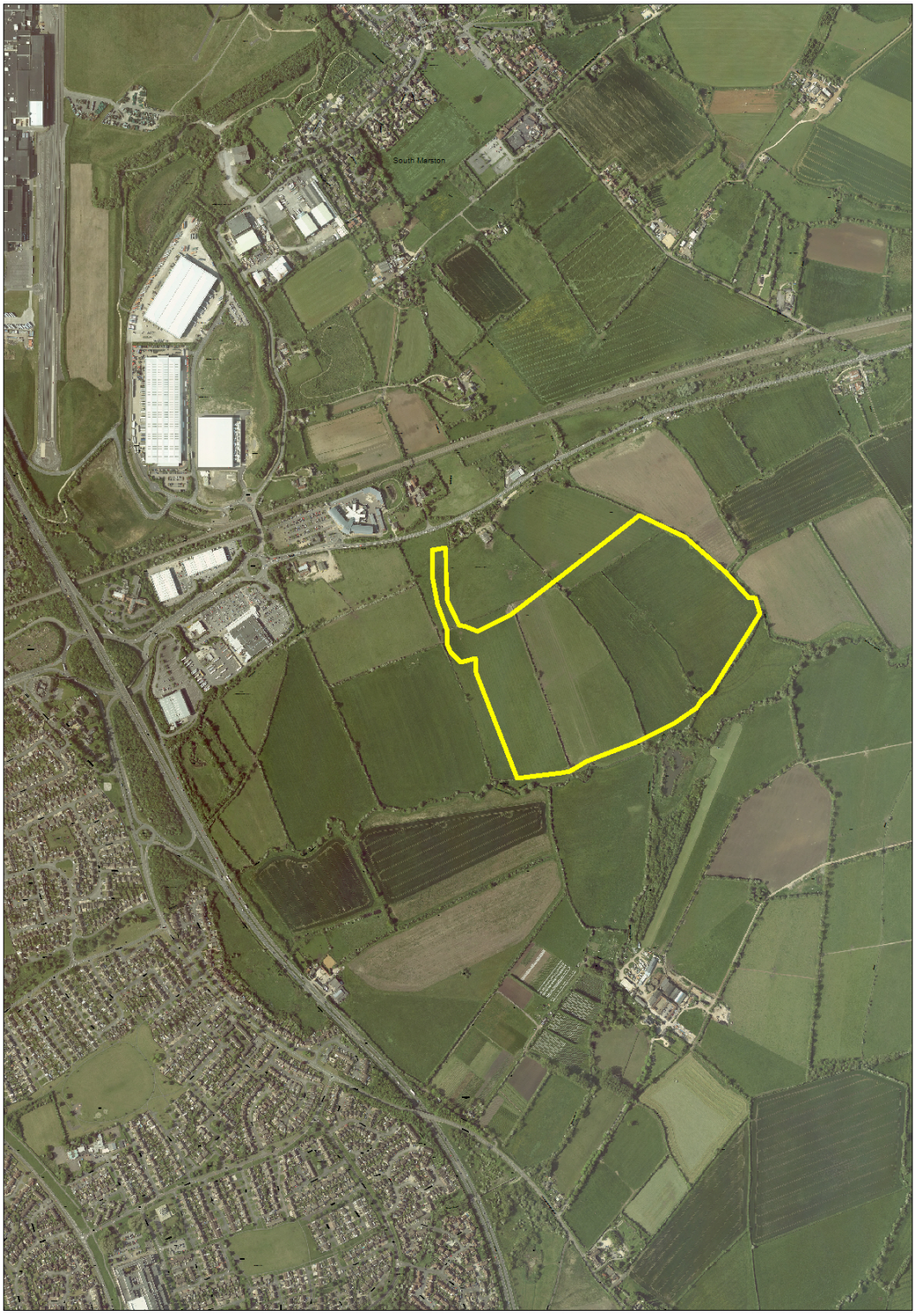
South Marston

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COMMITTEE REPORT

Item Number:
Application Number: S/19/1891

Ward: St Margaret and South Marston
Parish: South Marston

Proposal: Erection of storage or distribution building (use class B8), ancillary buildings, offices, landscaping, vehicular parking, bus depot, creation of 2no. passenger vehicle accesses and associated works.

Site Location: Symmetry Park (Phase 6), Shrivenham Road, South Marston

Case Officer: Mr Peter Eggleton

Agent:
Mr Tim Partridge
RPS Planning And Development
321 Bradford Street
Birmingham
B5 6ET

Applicant
Panattoni and LU UK VI S.A.R.L.
Tournament Court
Warwick

Officers Report

Background and relevant planning history:

1. This site as a whole was the first part of the New Eastern Villages (NEV) mixed-use urban extension to come forward. The Swindon Borough Local Plan 2026 (adopted in March 2015)(LP) identifies the NEV as a strategic allocation to deliver sustainable economic and housing growth including the provision of about 8,000 homes, 40 hectares of employment land and associated retail, community, education and leisure uses.

2. Outline planning permission (reference S/OUT/14/0253) for the industrial area, now known as Symmetry Park, which would provide the majority of the 40 hectares of employment land, was granted on 3rd June 2015. The permission allowed for the provision of up to 112,725sqm of Class B1b, B2 or B8 employment uses on the site along with strategic landscaping and a junction onto the A420. A S106 agreement required the provision of the east-west and north-south road links within the overall site; and financial contributions towards both the Great Western Community Forest and highway infrastructure projects to serve the local area and the NEV developments. The highway infrastructure projects included the A420 improvements; the Green Bridge; the Southern Connector Road; the west of the A419 junction improvements; and the White Hart Junction Improvements.

3. A reserved matters application for the strategic landscaping areas and roads (reference: S/RES/15/1522) was approved on 8th April 2016 subject to a number of conditions relating to plans, maintenance and repair of the highway, site access from the east-west highway link, bus shelter design and the strategic footpath/cycleway. Elements of these details, including the junction with the A420 and the highway leading to the roundabout junction with the east-west link road and the east-west link road itself, have been carried out.

4. Unit 1 to the north of the site received reserved matters approval (reference: S/RES/16/1233) on 24th October 2016 and this has been completed and is currently in use by Iceland. A proportionate financial contribution to highway improvement projects and the Great Western Community Forest was made.

5. A reserved matters application (reference S/RES/19/0556) for the remaining area of employment land (the subject of this application) for a two-unit development (Units 2 and 3) was approved for B2 and/or B8 uses on 29th August 2019. That application has not been implemented.

6. The current proposal would provide an alternative development of a single unit that could be developed instead of the approved two-unit scheme. A replacement S106 agreement would be signed to accompany any new permission to require the north-south road link to be completed; strategic landscape and drainage to be completed outside the site; and to make financial contributions towards the Great Western Community Forest and the previously accepted highway infrastructure projects.

7. A number of further applications have been received in relation to the previously approved schemes. Of most relevance to this proposal is the approval of an application for an acoustic fence (S/19/0640) which would be located within the strategic landscaping to the east of the site. The purpose of this is to increase the effective height of acoustic screening to four metres above the height of the industrial unit forecourt to reduce noise transmission to the east. The fence is included within this application.

8. A further application (S/EIA/19/1836) was for a screening opinion to determine whether an Environmental Impact Assessment (EIA) was necessary for this proposal. Given that an EIA was completed for the original outline application and that the current proposal would represent a similar type of development on the same site, it was determined that an EIA was not required. Full details of the wider impact of the proposal were however required as part of the full application submission.

9. With regard to the new highways within Symmetry Park, an application was lodged (S/LDP/17/1158) seeking a certificate of lawful use or development for their use as private roads only. This was refused on 21 August 2017 but the Council's decision was overturned at appeal on 6 November 2018. The decision was the subject of a High Court judgment dated 1st July 2019. In this judgment, Mrs Justice Andrews concluded that, "…*the planning permission requires the public to have rights of way over the access roads…"*. The current position is therefore that the east-west and north–south roads, although in private

ownership, would be available for public use at all times. This decision has been challenged with a Court of Appeal hearing scheduled for autumn 2020.

10. This application was called to Planning Committee by the Head of Planning, Regulatory Services, Heritage and Libraries in view of its strategic significance to the proposed New Eastern Villages development area and the borough's economy.

Summary of Recommendation:

11. That the Head of Planning, Regulatory Services, Heritage and Libraries be authorised to **GRANT** planning permission subject to the satisfactory completion of a planning obligation to secure the infrastructure and other financial contributions; and off site works, that are necessary to mitigate the development; and subject to conditions, with authority to vary the content and wording of both as appropriate.

    If by 12 June 2020, the legal agreement has not been completed and a further extension of time has not been agreed, planning permission may be refused for the following reasons:

    1) The proposal has failed to adequately demonstrate that the highway impact of the scheme would not result in unacceptably harmful impacts on the local and strategic road network. In the absence of a legal agreement, the proposal would not make a proportionate contribution to necessary off-site highway infrastructure works associated with the wider New Eastern Villages (NEV) development area. The proposal would also fail to provide for the provision of the north-south link road which is an essential part of the highway linkages within the NEV which contribute to the sustainability of development on this greenfield site. The proposal would also fail to make an appropriate contribution to the Great Western Community Forest. The proposal is therefore contrary to Policies NC3, SD1, SD2, TR1, TR2, IN1 and EN2 of the Swindon Borough Local Plan 2026 (adopted in March 2015).

    2) The site would be reliant on land outside the red line, particularly to the west of the north-south link road for drainage and the management of flood risk. This land forms part of the strategic landscape area and infrastructure provision for the wider New Eastern Villages. In the absence of a legal agreement, the use of this land could not be controlled and therefore the drainage works, landscaping and access requirements could not be required or managed. The proposal is therefore contrary to Policies NC3, SD1, SD2, DE2, EN1, EN4, EN5, EN6, TR1, TR2, IN1 and IN2 of the Swindon Borough Local Plan 2026 (adopted in March 2015).

The Proposal

12. This application is a full application, entirely separate from the approved outline and reserved matters approvals associated with the site. It seeks detailed planning permission for employment development within Class B8 (storage and distribution). This includes the building of a single warehouse unit with attached

office and other ancillary facilities. The main form of the building would be in the region of 333m long and 153m wide, with the pods and office additions extending it to in the region of 365m by 171m. It would have a roof parapet of 22.8m with stair parapet and air handling units extending up to 24.8m high. The building would have a gross internal ground floor footprint area of 58,014sqm, of which 50,849sqm would be provided as warehouse space, with the remaining space being ancillary uses, including offices. The warehouse would include three additional mezzanine floors, of similar area, resulting in an overall total floorspace of 216,267sqm.

13. The attached office complex would be single storey providing 5,144sqm of floor area. This structure would measure approximately 196m by 27m and would be attached to the front of the building, facing north towards the east-west spine road. Stair towers, canteens and toilet facilities would be located at the corners of the building; and centrally above the office space, forming feature elements outside the main frame of the warehouse.

14. Different cladding profiles are proposed for use throughout each elevation with a colour palette ranging from Anthracite Grey to Grey White. A strip of blue composite wall cladding would highlight the parapet to three sides, omitted from the rear elevation which faces the Area of Outstanding Natural Beauty (AONB) to the south. The proposed glazing would comprise of ribbon windows to the warehouse with the remainder of the welfare areas and offices having double-glazed curtain walling. The ancillary gatehouses would have a similar colour scheme.

15. The layout includes two HGV accesses from the east-west spine road to service the building and to provide private bus access. The building would accommodate 66 dock leveller bays which would be located within the south and west elevations. There would be space in the yard to the south for 96 HGV parking spaces and 40 trailer spaces. A further two car accesses would link into the east-west spine road serving the staff and visitor car parking area and drop off point. The car park would accommodate 791 spaces, including 41 disabled and 158 spaces with electric charging points with the potential for a further 79 charging points. Motorbike and cycle provision is also illustrated.

16. The proposal includes details of landscaping both adjacent to the building, within its car park and within the strategic landscape area that surrounds the site and adjoins the adjacent east-west spine road and the north–south link road. Details of the majority of the strategic landscaping has previously been approved and would include an earth bund to the east and south. The eastern bund would accommodate a 4m high acoustic fence. Whilst this has been approved previously as a separate permission associated with the outline, it now also forms part of this proposal and has been considered as part of the noise assessments. The strategic landscaping area also includes a SuDS drainage scheme including attenuation features which are similar to those previously approved.

17. As the land to the west of the site falls outside the application site, the S106 agreement would require that the landscaping details, provision of the road link

and the drainage measures already approved as part of the reserved matters applications would be implemented.

The Site and Surroundings

18. The site falls within the development area now known as Symmetry Park and lies within the parish of South Marston, to the southeast of Gablecross Police Station and south of the A420. Unit 1 to the north of the wider site is already in use and all associated paths, landscaping and drainage features, together with the provision of the east-west spine road and the northern section of the north-south link road, which connects to the A420, have been undertaken. This area lies beyond the red line of this proposal, although the roads are included. The site is situated between the east-west spine road and the River Cole, which lies immediately to the south.

19. To the north of the wider Symmetry Park and Unit 1 are the residential properties of Lock Keepers Cottages, Canal Cottage and Oaklands. Lock Keepers Cottages are a pair of semi-detached two storey dwellings that are Grade II Listed (Listing NGR: SU1957787709). These properties are set adjacent to the line of the former Wilts and Berks Canal, which is buried below an embankment approximately 20m wide. Archaeological remains are present within the wider site but these are predominantly in the area to the west of Unit 1 and the requirements of the outline consent continue to require that this area remain undeveloped with the remains preserved in-situ and managed in accordance with an approved management strategy.

20. The application site is located within:
    - National Landscape Character Area – NCA 109 Midvale Ridge.
    - County Landscape Character Area – 11A Calne Rolling Clay Lowland
    - Borough and District Landscape Character Area – Vale of White Horse

21. The southern boundary of the site is formed by a hedgerow located north of the River Cole. There is a local biodiversity site located alongside the river adjacent to the application site boundary. A number of trees located within and around the perimeter of the site are protected by a Tree Preservation Order dated February 2015. There is also a public right of way (footpath number 5) that crosses the wider site passing along the track outside Lock Keepers Cottages and running southwards across the river and on to Wanborough Road. This proposal would not alter the agreed revised alignment of the footpath.

Representations

22. Since the submission of this application and first consultation process in January 2020, additional and revised information and plans have been submitted. Further consultations were undertaken with the latest being a full consultation in early May. Below is a brief summary of the comments received in relation to the application. A full schedule of summarised comments is provided at the end of this report (Appendix A).

<u>Statutory Consultees</u>

Environment Agency (EA): Withdraw objection following submission of amended Flood Risk Assessment subject to conditions requiring that the mitigation measures be carried out.

Highways England: Requires a S106 to limit vehicle movements during the peak hours (until the completion of works associated with Gablecross roundabout) and a condition to require an updated Travel Plan.

Natural England: No further comment.

Thames Water: No objection subject to waste disposal and water supply conditions.

Internal Consultees

Arboricultural Officer: Other than five trees in poor condition, all existing trees would be retained. A condition with regard to tree protection would be required. Welcomes the use of large standard trees but raises concerns with regard to the canopy cover within the carpark and the method for planting. Identifies differences with the approved scheme and the need to take account of the new accesses in the strategic landscaping area. Identifies that T2 an Oak that has permission to be removed could be retained with appropriate management.

Landscape Officer: Raises concerns with regard to the impact of the building on the AONB and surrounds due to its scale and colour scheme. Highlights issues with the carpark tree cover, planting methods and management.

Urban Design Officer: The design lacks architectural quality. The colour scheme should be supported by an Environmental Colour Study. Concerns with regard to the scale of hardstanding and the mitigation measures to reduce this impact.

Community Forest: Opportunities to maximise tree canopy cover within the site should be taken; and not satisfied with measures to ensure successful establishment of trees.

Archaeological Officer: All archaeological works have been completed as part of the outline application and therefore no conditions required.

Environmental Health Officer (Air Quality and Noise): No concerns raised.

Environmental Health Officer (Contamination): No objection and no conditions required

Lead Local Flood Authority (LLFA): Recommends conditions to address outstanding concerns. Disappointed that our previous comments have been ignored. An up to date Drainage Strategy has not been submitted and the FRA does not cover the surface water drainage for the site. The outline drainage strategy is out of date and not in line with latest guidance and legislation. This is

a new application so it needs to be in line with current local and national guidance wherever this is possible. It must take into consideration the adopted SuDS Vision SPD.

Water Quality as well as Water Quantity needs to be managed appropriately. The Environment Agency currently class the status of the River Cole as poor which is the receptor of the drainage from the site. We would expect a treatment train to be provided with a number of SuDS measures to ensure water quality is met. In line with the SuDS Vision SPD, the final site discharge must be restricted to the 1 in 1 year for all rainfall events up the 1 in 100 year event. Current climate change allowance also needs to be met which is 40%.

Local Highway Authority (LHA): No objection subject to conditions.

Adjacent Local Authorities

Oxfordshire County Council - Raises concerns with regard to increased traffic levels on the A420, seeks contributions towards bus provision and raises concerns with regard to the adequacy of the flood risk assessment.

Parish Councils

The application falls entirely within the South Marston Parish area. Other parish councils including Stratton St Margaret, Covingham and Nythe, Wanborough with the Western Vale Village Consortium, Bishopstone, Bourton, Watchfield, Shrivenham and Longcot were also consulted.

Covingham Parish Council have raised no objection.

Shrivenham Parish Council advise that given the potential for over 3000 vehicles from the Great Stall East Development plus the extra traffic from Symmetry Park and the South Marston/Rowborough development on the north side of the A420, it is difficult to see how the proposed travel plan by i-Transport will effectively address even the current traffic congestion and safety matters on the A420.

Other Consultees

The Campaign to Protect Rural England: Supports BREEAM ‘Excellent’ standard and use of photovoltaic arrays although appearance of them needs to be considered as does the lighting scheme. Questions the projected employment figures.

North Wiltshire Swifts: All new developments should provide habitat opportunities for those species, such as swifts, who prefer, or can adapt to the built environment. Recommend condition requiring the installation of 30 integral swift bricks in clusters of 2/3 close to the eaves with clear flight access.

Third party representations:

Objections have been received from one neighbouring household. These raise objections with regard to the removal of an Oak tree on the northeastern edge of the site, T2 on the tree schedule; concerns that their house has not been identified within the noise assessment report; concerns that the planting requirements with regard to Unit 1 have not been adequately carried out; and concerns that during the construction phase, given the experience of the building of Unit 1, the developers are unlikely to stick to the time limits for working and this will seriously impact on their amenity within the nearest property.

Policy Context

National Planning Policy Framework 2019 (NPPF)

23. The NPPF sets out the national planning policies for England, including the presumption in favour of sustainable development to ensure that development proposals that accord with an up-to-date development plan are approved without delay. The planning system performs three roles in achieving sustainable development, namely the economic, social and environmental roles. The NPPF states that these roles are mutually dependant and that to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

Development Plan

24. The development plan for Swindon Borough consists of:
Swindon Borough Local Plan 2026 (March 2015);
Swindon Borough Local Plan 2026 Policies Map (March 2015); and
Wiltshire and Swindon Minerals Core Strategy 2009.

Swindon Borough Local Plan 2026 (LP)

25. The LP was adopted on 26th March 2015. The NPPF has been revised since adoption of the Local Plan. The relevant sections of the NPPF 2019 largely repeat the content of previous versions with some modification and re-ordering. The relevant Local Plan policies are therefore considered to remain fully consistent with the NPPF and are:

SD1: Sustainable Development Principles
SD2: Sustainable Development Strategy
SD3: Managing Development
DE1: High Quality Design
DE2: Sustainable Construction
EC1 Economic Growth
EC2: Employment Land and Premises (B-Use Classes)
TR1: Sustainable Transport Networks
TR2: Transport and Development
IN1: Infrastructure Provision
IN2: Water Supply and Wastewater
IN4: Low Carbon and Renewable Energy
EN1: Green Infrastructure Network

EN2: Community Forest
EN4: Biodiversity and Geodiversity
EN5: Landscape Character and Historic Landscape
EN6: Flood Risk
EN7: Pollution
EN9: Contaminated Land
EN10: Historic Environment and Heritage Assets
NC3: New Eastern Villages – including Rowborough and South Marston Village Expansion

26. The Wiltshire and Swindon Waste Core Strategy (2009) includes Policy WCS6 'Waste Reduction and Auditing' which applies to all major development.

Supplementary Planning Documents (SPDs)

27. A number of Supplementary Planning Documents (SPDs) have been adopted to guide development in Swindon Borough and in particular at the NEV. Of particular relevance to this application are:

The SuDS (Sustainable Drainage Systems) Vision for the New Eastern Villages (NEV) SPD (2017) elaborates on national and local policy by providing guidance on how to incorporate SuDS within development proposals, to ensure an integrated and sustainable approach to drainage throughout the allocation;

The New Eastern Villages (NEV) Planning Obligations SPD 2016 ('Planning Obligations SPD') which sets out the Council's approach to securing planning obligations at the NEV;

The New Eastern Villages (NEV) Framework Travel Plan SPD (2016) outlines the principles and suggested management mechanisms to reduce the number of car trips within and to the NEV including well connected layouts to enhance pedestrian and cyclist permeability, as well as providing priority to public transport vehicles;

The New Eastern Villages Green Infrastructure SPD 2017 includes requirements with regard to the Great Western Community Forest and strategic landscape areas; and

The New Eastern Villages Island Bridge vision SPD 2017 which seeks to provide the framework for connectivity between the NEV development islands.

Principle of the proposed development

28. Large scale warehouse development on this site, which forms part of the NEV allocations, has already been approved. The principle is therefore established and acceptable and accords with LP Policy NC3 which relates specifically to the NEV and seeks employment land to the south and east of the A420 and A419 respectively.

29. The employment land allocation for the NEV is a significant proportion of the overall land allocated within the LP period. This application would bring considerable investment and jobs to Swindon. This application demonstrates how this can be delivered within the site, whilst providing strategic transport links and appropriate green infrastructure to ensure the comprehensive development of the NEV as a whole. This accords with the LP economic policies, Policies EC1 and EC2 which seek inward investment and the retention of allocated employment sites.

30. Given that the proposal facilitates linkages to the wider NEV and forms part of its overall comprehensive mix of uses, it is also supported by the LP sustainability objectives of Policies SD1 and SD2. It also satisfies the general requirements of the SPD's.

31. Notwithstanding the above, the public linkages to the wider NEV, the construction of the north-south link road and the contributions to both highway projects and the community forest would only be secured through the provisions of a revised S106. As such, the proposal would only gain policy support on the completion of the draft legal agreement which has been submitted.

Scale of development

32. This site forms part of a larger industrial development area that was granted outline permission for three units. This particular site has had reserved matters details approved (reference S/RES/19/0556) for a two unit warehouse development (Units 2 and 3) on 29th August 2019. The approved units were approved to be closely located and although one was set with a north-south axis and the other with an east-west axis, together they would represent a length of combined development along the east-west spine road of in excess of 400m with a depth ranging between approximately 250m and 200m.

33. In comparison, the current application would result in a single warehouse building which would be a maximum of 365m long by 171m deep, including the 28m deep single storey office complex attached to the frontage. The building would therefore be of a significantly shorter overall length; would be set more than 40 metres back from the north-south spine road; and have a shorter depth (by 30 to 80m), resulting in the higher parts of the building being set significantly further into the site from the east-west spine road and also set further from the rear boundary. The much reduced footprint would therefore allow for the building to be set more centrally within the plot with significantly greater distances from the site boundaries, particularly the western boundary and the north-south link road.

34. The more limited footprint would therefore offer significant improvements in comparison to the approved development with regard to site coverage and improved spaciousness within the plot. The building would however be higher than the approved units with a roof parapet of 22.8m (with stair parapet and air handling units extending up to 24.8m). This compares to the approved height of Units 2 and 3 of 19.45m; and the actual built height of unit 1, to the north, of 16m. The main office area would be single storey and with dimensions of

approximately 200m x 28m. This would reduce the prominence of the building when viewed from the east-west spine road as the warehouse element would be even further back within the site.

35. Despite the greater height of the proposed warehouse element, in shorter views, because of its set back within the site, it is considered that the building would sit more comfortably within its plot than the approved warehouses. The setback would reduce its dominance from public view points compared to the approved development. It would not therefore be any more dominant or overbearing despite its greater height. Although this would be a substantial warehouse with little design interest, its more unified design and the lower entrance/office element would provide a more satisfactory overall appearance than the combination of the two units previously accepted.

Design and Layout

36. The approved plans show two warehouses with curved roofs to match the warehouse already built. This proposal would depart from this arrangement and result in a single building with a parapet that would obscure views of the shallow roof pitches behind. Although not matching the existing warehouse, it is not considered that this change in design would detract from the character of the site overall. The existing Unit 1 and the proposed building, although having different roof forms, would have some unifying characteristics, particularly with regard to materials. They would be viewed as two separate entities given the distance between them and their individual settings. The design principle adopted would be acceptable in this particular context.

37. In long views, including those from the AONB to the south, the greater height of the building would marginally increase the prominence of development compared to the approved scheme but this has to be considered within the context of it having a significantly shorter length. Although solar panels are shown on the shallow pitched roof, these would be set close to the roof surface with a maximum height of 50cm above it. They would not be evident in shorter views due to the roof parapet and would have very limited prominence in longer views. Details, particularly requiring that the finish of the panels be of a matt rather than reflective finish would further reduce their prominence. The use of solar energy gains support from LP Policy IN4 which relates to the provision of low carbon and renewable energy.

38. Concerns have been raised with regard to the proposed colour scheme. The approved units were accepted as having a mix of Goose Wing Grey and Pure Grey cladding with an Anthracite coloured roof. This proposal would have Signal Grey corner elements with a graded colour scheme from Signal Grey at its base to Grey White at higher levels. The proposal does include a bright blue colour to the parapet which would highlight the edge of the building at a high level and draw attention to it. The blue colouration to the rear elevation has now been removed in the revised plans. The corporate branding colour would therefore only be incorporated into the design of the front and sides of the building, which are the elevations generally more apparent in shorter views. The ancillary gate houses would have a similar finishes to match.

39. Whilst further consideration and justification of the colour scheme has been sought by consultees, the proposal must be considered against the proposal already accepted. It is not considered that the differing greys proposed or their arrangement, would materially alter the long distance views of this building compared to those already approved, particularly given that this building would have a reduced overall scale in those views. Given its position on the relatively flat land south of the A420, it would be less prominent that the large industrial buildings which are viewed on the rising land to the northwest. This is demonstrated by the appearance of Unit 1 in the existing long views. It is considered therefore that further evidence is not required to justify the proposed colour scheme and that it would result in the building having an acceptable appearance.

40. The tree planting within the strategic landscape bunds would overtime, help to soften the appearance of the building in longer views. It would not however mitigate entirely the impact of either the approved buildings at nearly 20m high or this building at nearly 25m high. A greater proportion of the proposed building would be apparent above the tree screen, even in the longer term, because of its greater height. Overall however, this higher but significantly shorter building would not have a materially different impact on longer views, particularly from the AONB.

41. The amount of unnecessary surfacing within the site and the details of the tree planting within the car park area are considered to be shortcomings of the scheme and have been highlighted by the Landscape, Urban Design and Tree Officers. The particular trees proposed would have narrow canopies offering only limited car park coverage and the Arboricultural Officer has suggested that the method of tree planting may not provide for satisfactory growing conditions and may ultimately lead to failure of trees in this area. The forecourt of the building is similarly a concern as it represents a substantial area of surfacing without landscaping within it to improve its appearance. The applicants are unwilling to alter these details, relying on their own arboricultural advice and their experience of their other developments. The conditions would require that any trees that die would have to be replaced.

42. The revised layout significantly changes the requirements for security fencing. There would be no security fencing to the north of the building. To the west, the high security fencing previously approved would be set much further into the site. This would represent a considerable improvement to the overall design.

43. Whilst the carpark and forecourt details remain a concern, these areas are internal to the site and set beyond the substantial strategic landscaping areas. As a result, these shortcomings would have a limited wider impact on the area. Given the increase in landscaped areas overall and the improvements with regard to security fencing, it is not considered that the shortcomings are sufficient to outweigh the greater benefits of the smaller footprint of development and improved fencing arrangements when compared to the approved scheme.

44. The proposal includes a detailed lighting strategy which has been devised to minimise the impact on the wider environment; prevent concerns with regard to existing wildlife; and be energy efficient. As the details follow those previously approved with regard to the existing unit and the reserved matters application for Units 2 and 3, this is considered to be acceptable.

45. The development overall would maintain the ecological benefits of the outline permission, including the retention of the existing seasonal pond to the south which is used for breeding by a small population of Great Crested Newts. Mature trees along the boundaries would also predominantly be retained and bat and bird boxes secured within them. The strategic landscaping area would allow for the SuD's drainage provision, including swales / water storage features. The details of the strategic landscape area to the west of the north-south link road would be required by the S106 as would the management of this area.

46. Details have been submitted setting out the sustainability credentials of the proposed building. Whilst the original permission sought to achieve a BREEAM 'very good' rating this proposal would be rated as 'Excellent' which gains support from LP Policy DE2 with regard to Sustainable Construction. This is a positive feature of the proposal as is the use of sustainable energy from on site generation.

47. Overall, this single building with a smaller footprint, would allow for significantly more landscaping and improved boundary treatments. It would also provide a single focal point to the front and a more unified design. It would have a more satisfactory impact on the immediate surrounding area than the approved reserved matters scheme. It would not materially alter the already accepted impact on the AONB. With appropriate provisions in the S106 to require the completion of the landscaping of the land to the west, the proposal would satisfy the design objectives of Policy DE1 and the green infrastructure requirements of Policies NC3 and EN1, whilst limiting the impact on the wider landscape in accordance with Policy EN5.

Heritage Assets

48. Within the vicinity of the site are a pair of Grade II Listed semi-detached two-storey dwellings known as Lock Keepers Cottages which are set on the line of the former Wilts and Berks Canal. Archaeological remains from the Roman period are also present within the wider development site. The Planning (Listed Building and Conservation Areas) Act 1990 (as amended) places a duty on the Council when considering an application for planning permission to have special regard to the desirability of preserving heritage assets and their settings.

49. The listed buildings and canal are located close to Unit 1. The proposed building would be a significant distance from them. During the outline application, it was found that there would be some harm to the heritage assets but this was considered to be less than substantial. The public benefits of the development overall were considered to outweigh this harm and therefore satisfy the heritage requirements of the NPPF. This proposal would not alter this assessment.

50. The outline application required that archaeological investigations be carried out and completed. The archaeological remains to the west of Unit 1 will not be affected by this proposal and the mitigation strategy for this area has been approved and is in place. The impact of the building on the setting of these remains would be reduced in comparison to the approved reserved matters details for two buildings.

51. Archaeological investigations have been undertaken within the new application site and findings recorded and reported upon. Some findings have been identified close to the western boundary outside the site. The previously agreed Archaeological Management Plan advises that where 'cut' operations are proposed, archaeological remains of lesser importance will be fully excavated and recorded and that at the margins of the site, archaeological remains of lesser importance will be deeply buried beneath 'fill' operations. The investigative works and recording have already taken place and the understanding of the history and significance of the site enhanced. No further conditions are required in this regard. The proposal would not therefore conflict with the heritage requirements of the NPPF or LP Policy EN10 which relates to the historic environment and heritage assets.

Residential amenity

52. The residential dwellings close to the edges of the wider site are close to Unit 1 rather than this proposal. Much of the new building would be screened from view from existing properties by the existing warehouse. Views of the new building that would be available, would be beyond the existing warehouse and its impact on these views would be no greater than the buildings already approved. With regard to Lock Keepers Cottages, because the proposed building would be set much further to the east than the approved building, it would reduce the impact, despite the higher height overall. With regard to Canal Cottage, the visual impact would remain similar to the approved scheme as whilst the eastern end of the building would be visible beyond Unit 1, this was also the case with the approved Unit 2. Whilst this proposal would be higher, it would also be set further back into the site in these views..

53. The area is dominated by noise from the busy A420. There would be additional traffic movements within the Symmetry Park area over a 24 hour period but the existing permission does not restrict movements for B8 uses of the approved warehouses which would have a greater number of loading bays and a greater volume of storage capacity. In any event, the noise assessment is clear that there would be no significant effects on the nearby properties or on the much closer proposed properties within Great Stall East.

54. The operation of the building, including the loading bays, would similarly not result in unacceptable noise increases. The revised positions of the loading areas and changes to lorry access arrangements away from the north and east of the building would be a benefit. With regard to Lock Keepers Cottages, those residents would benefit from the removal of loading bays to the front of the building and the potential for queuing parallel to the east-west spine road. The nearest loading bays would be further away in the western elevation. With regard

to Canal Cottage, all previously approved loading bays within the eastern elevation would be relocated to the rear where they would be screened by the building. The originally approved area of lorry loading and parking to the east of the building would be replaced by a small lorry holding area. The noise report considers operational noise at a point within Great Stall East which is much closer to the small lorry parking area than the nearest existing property, Canal Cottage. It calculates that the noise impact would not breach accepted noise thresholds. The significantly greater distance to Canal Cottage would ensure that the noise impact would be reduced further.

55. The previously approved noise mitigation measures, including the strategic landscaping bunds and an acoustic fence to the east, would be required as part of this application. The properties to the east at Lower Copse and Longleaze Farm would similarly not experience significant concerns with regard to noise. With regard to dust, a construction management strategy has been submitted and is considered to be acceptable.

56. Subject to the construction phase being carried out in line with the requirements of the construction management plan; and the operation of the building being limited with regard to noise which would also be required by condition, the proposed development would not cause undue harm to the living conditions of nearby residents and would accord with LP Policies DE1 and EN7.

Transport and highways

57. The accesses rely on the east-west spine road which has already been constructed to serve the existing unit. This link would in future also accommodate the express bus network and provide access to Great Stall East and West. The north-south link road would provide public access to the Lotmead development and on to the Southern Connector Road and the wider NEV. These links would include appropriate cycle and pedestrian facilities alongside the roads. Additional foot and cycle paths would be provided through the adjoining strategic landscaped areas, including the approved diversion of the public footpath that leads to Wanborough Road. These linkages therefore support the wider sustainability objectives of the NEV and are essential to increase the internalisation of trips in the wider NEV, including allowing for sustainable travel choices to this industrial site. The north-south link can only be required by legal agreement as it lies outside this site but this has been included in the draft S106.

58. This site would result in considerably more floorspace than the approved plans but based on an updated Transport Assessment and revised modelling, Highway's England are satisfied that the strategic highway network would not be prejudiced if restrictions were imposed, within the S106, to limit the generation of traffic from the site at peak times so as to avoid concerns at the Gablecross roundabout.

59. They are seeking to ensure that the new development would not generate more than 245 vehicle movements (arrivals and departures in combination) in the morning peak (0800-0900); or 256 vehicle movements in the evening peak (1700-1800) until the Gablecross roundabout improvement works have been

completed and carried out. Subject to appropriate measures for monitoring the access which would also be secured by the S106, then concerns about additional traffic generation would be overcome. The additional traffic heading east, towards Oxford, which was a concern of Oxford County Council, is considered to be negligible within the Transport Assessment and this is accepted by the Local Highway Authority.

60. The application includes a Travel Plan which is a requirement of the LP Policy TR2 and the SPD. This includes requirements to increase the use of sustainable transport and avoid the use of private cars. To satisfy the requirements of Highway's England, it should also address concerns with regard to parking within the vicinity of the site and it should make reference to the vehicle restriction numbers at the outset. A revision to the Travel Plan would therefore be necessary but would be required by condition.

61. Subject to the completion of the legal agreement to control movements until the local highway works are complete; to require payments towards the strategic road work infrastructure which is considered below; to fund the Travel Plan management; and to provide the remainder of the north-south link road, the proposal would satisfy LP Policies NE3, TR1 and TR2.

Cycle, Motorcycle and Car Parking Areas

62. The proposal includes a total of 791 car parking spaces, including 41 mobility impaired spaces; 158 electric vehicle charging points and 79 potential future electric vehicle charging points. A drop-off zone is shown close to the main entrance. A total of 80 covered cycle parking spaces would be provided in a secure cycling store along with 41 motorcycling parking spaces. A bus depot area is shown for private bus services.

63. The Council's latest parking standards included within the emerging Local Plan require a minimum of one car parking space per 200m^2 of gross floor area. Parking standards are based on floor area which would be 217,996sqm but this has been discounted within the Transport Assessment to take into account the proposed level of robotics. The revised assessment floor area is 119,073sqm. This would generate a minimum requirement of 596 parking spaces. The proposal would therefore exceed this figure. A requirement that 6% of spaces to be dedicated for disabled drivers would represent 36 based on the minimum parking space requirement and 47 based on the total provided. The provision of 41 spaces as identified on the plans is considered acceptable in this regard.

64. Electric vehicle charging points are required to be 20% of the total with a further 10% requirement to have passive provision. The 158 spaces proposed and the additional 79 spaces equipped for future provision would meet these requirements. The requirement of one motorbike space per 20 parking spaces would also satisfy the requirements. Bicycle provision of 4 spaces plus 2 spaces for every 500m^2 above 1,000m would amount to 476 spaces. Whilst this level of provision would not be met, there are a number of areas within the site where additional provision could be made should demand arise as part of the Travel Plan requirements. The initial provision is considered to be acceptable. The

proposal therefore satisfies LP Policy TR2.

Flood risk and drainage

65. The proposal is supported by an amended Flood Risk Assessment that has been updated to address the revised requirements with regard to climate change. Site drainage provision and measures to reduce run-off from the site to green field levels are incorporated but do not provide sufficient detail to demonstrate that water quality improvements and on site storage provision would meet the requirements of The SuDS Vision for the New Eastern Villages SPD (2017). However, the Environment Agency and the Local Lead Flood Authority are satisfied that the drainage arrangements would provide for a safe development that would not result in adverse consequences for flood risk elsewhere, subject to conditions, including the need for further details regarding the drainage strategy. Subject to conditions, the proposal would satisfy LP Policy EN6: Flood Risk and the provisions of the SPD and the NPPF.

Waste

66. A construction management strategy has been submitted which sets out requirements with regard to waste during the building construction phase. The plans also provide details of waste collection areas for when the site is operational. These details are considered acceptable and would be required by condition. Furthermore, conditions would prevent any outdoor storage during the operational phase to ensure that all outdoor areas are maintained available for their intended uses and to ensure that the site would have a satisfactory appearance. The application accords with Policy WCS6 of the Wiltshire and Swindon Waste Core Strategy 2009 and LP Policies IN1 and IN2.

Contaminated Land

67. The site has already been considered and investigated with regard to contamination in relation to the original outline application. Subject to a condition with regard to the identification of contamination not previously identified, the proposal satisfies LP Policies EN9 and EN7.

Cross-boundary impact and the duty to co-operate

68. Oxfordshire County Council (OCC) previously advised that it raised no objection in principle to the New Eastern Villages development or to this allocation of employment uses. OCC has however raised concerns regarding the highway impact, bus provision and flood risk for this full application. The flood risk issue has now been resolved although OCC would prefer further measures to improve water quality downstream. The highway concerns have also been raised by Shrivenham Parish Council. The transport assessment identifies that the vast majority of vehicles arriving or leaving the site, will rely on the roads to the west leading towards Swindon, particularly the A419 and the motorway beyond rather than the A420 towards Oxford. The Symmetry Park site also provides the infrastructure for the new bus routes. The proposal overall, would no materially alter the already approved use of the site.

S106 agreement including Off-site highway improvement works

69. The site was a green field site along with many of the allocated LP development sites within the NEV. The use of greenfield sites was found to be acceptable on the basis that the developments would be sustainable as a result of the mix of uses, proposed transport opportunities and landscape and ecological benefits that would be designed into the overall masterplan. This site is a key gateway to the NEV strategic expansion area and LP Policy NC3 makes it clear that to provide for sustainable development there are a series of key infrastructure requirements that are necessary to make the development acceptable in planning terms.

70. The outline permission was accompanied by legal agreements that required payments for: off-site highway improvements; payments towards the Great Western Community Forest to accord with Policy EN2; and the provision of public art to satisfy Policy DE1. The east-west spine road and north-south link roads were also required to be completed up to the site boundaries.

71. The contribution towards public art (£150,000) was fully paid when Unit 1 was constructed ensuring that the site overall satisfies Policy DE1. Proportionate contributions towards highway works and the community forest were also paid for that unit in accordance with the S106 requirements, increased by the BCIS All-In Tender Price Index.

72. The amount of contribution for each NEV development, towards the overall infrastructure package set out in The New Eastern Villages Planning Obligations SPD 2016, is broadly based on the scale of each development. This proposal would result in an increase in floor space compared to the approved applications. The contributions remain necessary but would need to be increased because of the increased floor space and increased traffic generation potential. Furthermore, the costings of the new highway infrastructure works have been updated as part of the emerging local plan evidence. As this is a new application, it is necessary that the costs of the works be in accordance with the updated cost figures. The contribution to the Great Western Community Forest has similarly been updated. These figures have been agreed and form part of the draft S106.

73. A further legal agreement would allow for the original reserved matters application to come forward with the originally approved S106 requirements as an alternative, if this proposal was not pursued.

74. The table below sets out the revised contributions that would be included within the agreement. These would be accompanied by a requirement to build the north-south link to the boundary of the site and carry out the strategic landscaping works beyond the site boundary. The S106 would also include requirements and payments with regard to a Travel Plan Coordinator and measures to ensure that the requirements of Highway's England are met with regard to monitoring and limiting vehicle numbers until Gablecross improvements have been completed. With these matters within a signed

agreement, the proposal would satisfy the community forest requirements of Policy EN2 and provide for the highway improvements and accessibility improvements necessary to satisfy Policies NE3, TR1, TR2 and IN1.

Table showing Outline, Unit 1 and proposed contribution to be included in S106 agreement.

Outline	Total Scheme Cost at 2015	S106 requirements 2015	Unit 1 payments	New scheme name 2020	2020 totals from LP Review	Agreed contribution
A420 Improvements		£130,000		**Gablecross (inc. police station)**	£8,410,000	£504,600
Gablecross Roundabout	£1,808,171					
Police Station Access	£605,491					
White Hart Junction	£22,489,405	£1,135,000		**White Hart Junction**	£29,236,000	£1,754,160
West of A419		£251,000				
Oxford Rd/Nythe	£988,000					
Greenbridge Roundabout	£3,600,000			**Greenbridge**	£5,370,000	£175,800
Picadilly Roundabout	£474,000			**Nythe Road and Piccadilly**	£2,930,000	£322,200
Coate Roundabout	£272,000					
Southern Connector Road	£11,569,000	£1,078,000		**Southern Connector Road**	£30,570,000	£1,834,200
Green Bridge	£7,604,839	£843,000		**Great Stall Bridge**	£15,334,000	£920,040
Highways Total:	**£49,410,906**	**£3,437,000**			**£91,850,000**	£5,511,000
GW Forest		£713,000				£615,668.66
Overpayment from Unit 1			-£356,031.37			-£356,031.37
Overall total		**£4,150,000**	**£1,100,000 (Index increase was £1,437,096.77)**			**£5,770,637.29**

Third party representations

75. Concern has been raised with regard to the loss of an Oak tree in the north-east corner of the site. The tree is known as T2 and its immediate neighbour T1, is to be retained. By way of background, when the original outline application was submitted, T2 was at that time judged to be in poor condition having shed a major section to the west and having advanced crown dieback. It was agreed as part of the outline permission that it be felled and replaced.

76. The Arboricultural Officer agrees that the tree could be retained for its continued ecological value and would welcome a move by the developers in that regard. He advised that it may be necessary to undertake some pruning of the canopy and some reduction pruning of the upper crown which would encourage

additional growth lower down, as well as reducing the likelihood of stem or branch failure.

77. The applicant's have been asked to consider its retention. Unfortunately, they consider it to be dangerous. The agent advised that they would be happy to talk to the neighbour and this was facilitated. However, as the Council has already agreed to the loss of the tree and the existing planning permission effectively sanctions its removal, there is no mechanism to protect the tree and a tree preservation order would have no effect. Whilst its loss would be unfortunate, it could be removed at any time and cannot therefore be considered as a material consideration of any weight, in this assessment.

78. With regard to noise and traffic generation, the concerns raised have been considered within the main body of this report.

Concluding comments

79. The principle of the development of this site accords with policies of the LP and the emerging LP. The principle has also been established by the outline planning permission, S/OUT/14/0253. This building would be substantially smaller in footprint and volume than the approved details but would be higher and with more floorspace, due to the mezzanine floors. It would however generally retain the positive landscaping, ecological and drainage elements of the approved plans. The principle of this development gains support from the LP Policy NC3.

80. The NPPF makes it clear that the economic, social and environmental roles of the planning system provide for sustainable development and should not be considered in isolation. This development would provide a large proportion of the employment land planned for the NEV and would generate considerable investment and employment to support the future growth of Swindon, with a suggested provision of around 1500 jobs. The employment land allocation for the NEV is a significant proportion of the overall new land allocated within the LP. This proposal would therefore, contribute a substantial element of the overall delivery of employment land and jobs within the Borough and would also aid the internalisation of movements within the NEV.

81. This site would have acceptable access arrangements that would also provide for future planned development of the wider NEV. The legal agreement will mitigate the impact of the proposed development by providing financial contributions towards the off-site highway improvement works and the Great Western Community Forest. This application also clearly illustrates additional cycle and pedestrian links and improvements to landscape corridors and enhancements to biodiversity.

82. In respect of landscape character, the potential massing and scale of the proposed building will affect the local and wider landscape character, including views from the AONB. However, the shorter form of the building, compared to the approved plans, would reduce this impact despite its greater height. Its design and proposed colour scheme, would ensure that in longer views there would be no greater impact on the AONB. In shorter views, the building would be

less dominant, given its more central position within the plot. Given the changes to the access arrangements proposed and the more sensitively located security fencing, it would offer a number of benefits over the approved scheme with regard to its layout.

83. This application would not alter the arrangements already agreed with regard to the preservation of highly significant archaeological remains and would not increase the harm that was considered to result to neighbouring heritage assets, which were primarily affected by the proximity of Unit 1. The benefits of the proposal would outweigh the less than substantial harm to these assets.

84. The proposal supports the comprehensive development of the NEV and contributes to its sustainability objectives. The proposal is therefore considered to comply with the provisions of the development plan and the NPPF for the reasons set out in the planning assessment above, subject to conditions and the completion of the legal agreements.

Recommendation

85. That the Head of Planning, Regulatory Services, Heritage and Libraries be authorised to GRANT planning permission subject to the satisfactory completion of appropriate planning obligations to secure the infrastructure contributions that are necessary to mitigate the development; to monitor and limit vehicle movements; and provide for the management of the Travel Plan; and subject to conditions with authority to vary the content and wording of both as appropriate.

86. If by 12 June 2020, the legal agreement has not been completed and a further extension of time has not been agreed, planning permission may be refused for the following reasons:

    1) The proposal has failed to adequately demonstrate that the highway impact of the scheme would not result in unacceptably harmful impacts on the local and strategic road network. In the absence of a legal agreement, the proposal would not make a proportionate contribution to necessary off-site highway infrastructure works associated with the wider New Eastern Villages (NEV) development area. The proposal would also fail to provide for the provision of the north-south link road which is an essential part of the highway linkages within the NEV which contribute to the sustainability of development on this greenfield site. The proposal would also fail to make an appropriate contribution to the Great Western Community Forest. The proposal is therefore contrary to Policies NC3, SD1, SD2, TR1, TR2, IN1 and EN2 of the Swindon Borough Local Plan 2026 (adopted in March 2015).

    2) The site would be reliant on land outside the red line, particularly to the west of the north-south link road for drainage and the management of flood risk. This land forms part of the strategic landscape area and infrastructure provision for the wider New Eastern Villages. In the absence of a legal agreement, the use of this land could not be controlled and therefore the drainage works, landscaping and access requirements could not be required or managed. The proposal is therefore contrary to Policies NC3, SD1, SD2, DE2, EN1, EN4, EN5, EN6, TR1,

TR2, IN1 and IN2 of the Swindon Borough Local Plan 2026 (adopted in March 2015).

Conditions

1 Standard time limit

2 Approved Plans

3 The development shall be carried out in accordance with the approved plans. Reason: To define the scope of the development hereby permitted, in accordance with section 72 of the Town and Country Planning Act 1990.

4 Tree and Ecology protection and enhancement measures
Prior to development commencing on site, measures shall be put in place to ensure that all trees and all ecological features to be retained shall be protected and managed in accordance with the Construction Environmental Management Plan dated 12th March 2020 and Appendix Report CEMP: Biodiversity; the Landscape & Ecology Management Plan (LEMP): Panattoni Park dated 23.04.20; the Great Crested Newt Mitigation Strategy prepared by The Ecology Practice, August 2015 (from S/RES/15/1522/GAPA); and the Tree Survey, Arboricultural Implications Assessment Report and Arboricultural Method Statement prepared by Andrew Belson reference 2364.AIA.Swindon.BMD and the plans 2364.TPP Sheets 2, 3 and 4. Prior to the first occupation of the building, wildlife boxes shall be installed in accordance with plan 21102_04CEMP_A Wildlife Boxes dated 03.03.20 and these shall be maintained at all times thereafter in a manner that facilitates their intended use. Reason: To ensure the protection of trees, vegetation and wildlife habitat and to secure enhancements to the nature conservation value of the site to accord with Policies EN1, EN4 and EN5 of Swindon Borough Local Plan 2026 (adopted in March 2015).

5 Strategic Landscaping
The strategic landscaping shall be carried out in accordance with the following approved plan BDM.193.DR.RM.101 M and more detailed plans and specifications that shall first have been submitted to and agreed in writing by the local planning authority. Works shall be undertaken in accordance with the Soft Landscape Specification BMD.193.SP.RM.002 A prepared by BMD Landscape Design Planning, Sept 2015 (from S/RES/15/1522/GAPA) prior to first occupation of the building and shall be managed at all times thereafter in accordance with BMD.193.SP.RM.001.E Landscape Maintenance & Management Plan prepared by BMD Landscape Design Planning, 18th March 2016 (from S/RES/15/1522/GAPA). The works shall include the erection of the acoustic barrier which shall be completed in accordance with plan BMD.18.032.DR.02.403 Acoustic Barrier Location, Elevations and Sections dated 4 April 2019. All ground modelling works and the provision of the acoustic barrier shall be completed before first occupation of the building. All planting requirements within the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building. Any tree or shrub planted in accordance with the scheme which is removed, dies or becomes diseased within a period of five years from first being planted shall be replaced by one of a similar size and the same species in the first available planting season. Reason: To ensure the appearance of the development is acceptable and contributes to the landscape and ecological objectives of the wider New Eastern Villages area in accordance with Policies NC3, EN1, EN4 and EN5 of Swindon Borough Local Plan 2026 (adopted in March 2015).

6 Site Landscaping
Within the site area but excluding the strategic landscaping referred to in condition 5, all

planting, seeding or turfing shall be carried out in accordance with BMD.19.066.DR.001 Revision A - Site Wide Landscape Masterplan - 21.02.20 and plans BMD.19.066.DR.101 dated 19.12.2019 – Landscape General Arrangement and Planting Plan (Sheet 1 of 4); BMD.19.066.DR.102 dated 19.12.2019 Landscape General Arrangement and Planting Plan (Sheet 2 of 4); BMD.19.066.DR.103 dated 19.12.2019 - Landscape General Arrangement and Planting Plan (Sheet 3 of 4); BMD.19.066.DR.104 dated 19.12.2019 - Landscape General Arrangement and Planting Plan (Sheet 4 of 4). The surfacing details, smoking shelter and picnic areas shall be completed in accordance with the approved plans prior to first occupation of the building and shall be retained as such, thereafter. The approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The completed scheme shall be managed and/or maintained in accordance with the Green Infrastructure: 5 Year Landscape Maintenance and Management Plan BMD.19.066.SP.01 dated 11.12.2019. Notwithstanding these details top up/tidying of mulch areas shall be carried out every calendar quarter. Reason: To ensure the appearance of the development is acceptable and accords with Policies EN1 and EN5 of Swindon Borough Local Plan 2026 (adopted in March 2015).

7 Boundary treatment and fencing
The proposed fencing details set out in Drawing P18 received on 27 December 2019 shall be erected before the first use of the building and shall thereafter be retained at all times and shall be maintained in a condition that ensures that they are able to achieve their design function. Reason: To ensure the details and appearance of the development are acceptable and security is maintained with regard to the operation of the building and the safety of the water retention features to accord with Policies DE1 and EN5 of Swindon Borough Local Plan 2026 (adopted in March 2015).

8 Strategic footpath/cycleways
Prior to first occupation of the development the 'Strategic Footpath/Cycle Link' as illustratively shown on plan P03 Revision E - Proposed site layout dated 25.11.2019 shall be completed to the boundary of the site and made available for public use in accordance with details that shall have first been submitted to and agreed in writing by the local planning authority. The future maintenance and repair of the footway, cycleway or carriageway shall be carried out in accordance with the Estate Road Maintenance and Inspection Strategy Manual dated April 2017 (Reference: ERM/THS/21024040) to ensure that any section of footway, cycleway or carriageway within the development which is in use and is not the subject of an agreement with the local highway authority under s38 of the Highways Act 1980 is maintained to a standard which is safe for use by the general public. Reason: To maximise pedestrian/cycle accessibility and to ensure that 'good connectivity' throughout the New Eastern Villages is provided and maintained in accordance with Policies NC3, TR1 and TR2 of the Swindon Borough Local Plan 2026 (adopted in March 2015).

9 Levels
The development, its surrounds and the strategic landscaping area shall be constructed in accordance with the approved Slab Levels Details submitted 192049-C001-PL2 dated 6 January 2020. Reason: To ensure that the building has a satisfactory overall height and appearance to reduce the impact upon residential and visual amenity; include appropriate noise attenuation bunds; and is resilient with regard to flooding in accordance with Policies DE1, DE2, EN1, EN6 and EN7 of Swindon Borough Local Plan 2026.

10 Building Materials
The development shall be carried out in accordance with the facing materials illustrated on

drawing P04 Revision I dated 22 April 2020 and shall be retained as such at all times thereafter. Reason: To ensure that the appearance of the development is satisfactory and sustainable in accordance with Policies DE1 and DE2 of Swindon Borough Local Plan 2026 (adopted in March 2015).

11 Construction Management Plan
Development shall be carried out strictly in accordance with the submitted Construction Environmental Management Plan and the mitigation measures listed in both Table 7.1 and 7.2 of the WYG Air Quality Assessment report May 2020; and the Cole Jarman Memorandum, reference 14/0442/M01 dated 16th June 2016. No external construction works shall take place on the site other than between the hours of 07:30 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturday. There shall be no such working on Sundays, Public or Bank Holidays. Reason: To safeguard the amenity of adjoining land uses and occupiers and in the interests of highway safety in accordance with Policies EN7 and TR2 of Swindon Borough Local Plan 2026 (adopted in March 2015).

12 Operational Phase Noise
Noise from fixed plant shall be controlled in accordance with the main procedural requirements of British Standard 4142: 2014 Rating Industrial Noise Affecting Mixed Residential and Industrial Area and shall not exceed 48 dB(A) of Sound Pressure Level at 10 metres. Reason: To ensure that the proposed development does not cause undue nuisance and disturbance to neighbouring properties and to protect the amenity of the locality (at unreasonable hours) in accordance with Policy EN7 of Swindon Borough Local Plan 2026 (adopted in March 2015).

13 Flood Risk
The development shall be carried out in accordance with the submitted flood risk assessment (reference 10873-HYD-XX-XX-RP-FR-5001, dated 15 April 2020 and prepared by Hydrock) and the following mitigation measures:
• All 'functional' elements of the proposed development (defined in section 3.1 as 'buildings, yards, car parking, drainage infrastructure etc') shall be located outside of the 1% AEP plus a 70% allowance for climate change flood extent;
• There shall be no raising of existing ground levels on site within the 1% annual exceedance probability flood extent with a 35% allowance for climate change throughout the lifetime of the development.
These mitigation measures shall be fully implemented prior to occupation. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development. Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent an increase in flood risk elsewhere, in accordance with paragraph 163 of the National Planning Policy Framework and policy EN6 of the Swindon Borough Local Plan 2026 (adopted in March 2015).

14 LLFA Drainage Scheme
Development shall not begin until a detailed Surface Water Management Strategy for the site, has been submitted to, and approved in writing by the Local Planning Authority. The strategy shall include:
• Evidence that the proposed flows from the site will be restricted to the 1 in 1 year greenfield runoff rate for all rainfall events up to and including the 1 in 100 year plus 40% climate change event;
• Details of how the drainage strategy has been designed to incorporate SuDS techniques to manage water quantity and maintain water quality in accordance with adopted policy and best practice guidance including the The SuDS Vision for the New Eastern Villages SPD (2017) and the SuDS Manual C753;
• Detailed drainage plan showing the location of the proposed SuDS and drainage network;

• Detailed cross sections and construction details of the proposed SuDS measures;
• Details of how the strategy shall be maintained and managed after completion;
• Details of how water quality shall be maintained during and after construction;
• Detailed drainage calculations for all rainfall events up to and including the 1 in 100 year plus climate change event to demonstrate that all SuDS features and the drainage network can cater for the critical storm event for its lifetime; and
• The submission of evidence relating to new accepted outfalls from the site, particularly from any third party network owners;
The scheme shall be implemented in accordance with the approved details. Reason: To ensure development does not increase the risk of flooding elsewhere; in accordance with Paragraph 155 of the National Planning Policy Framework (NPPF); Policy EN6 of the adopted Swindon Local Plan 2026 (adopted in March 2015) and The SuDS Vision for the New Eastern Villages SPD (2017).

15 Contamination
If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved. Reason: To ensure that any unexpected contamination encountered during the developments is suitably assessed and dealt with, such that it does not pose an unacceptable risk to controlled waters, in accordance with Policy EN9 of Swindon Borough Local Plan 2026 (adopted in March 2015).

16 Waste and Water
The building shall not be occupied until confirmation has been provided that all wastewater network upgrades required to accommodate the additional flows from the development; and all water network upgrades required to accommodate the additional flows to serve the development, have been completed. Reason: To ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community given that network reinforcement works are likely to be required to accommodate the proposed development in accordance with Policies EN7, IN1 and IN2 of Swindon Borough Local Plan 2026 (adopted in March 2015).

17 Drainage
The development shall be constructed in accordance with the requirements of the Revised Flood Risk Assessment 10873-HYD-XX-XX-RP-FR-5001 dated 15 April 2020; and the Surface Water Drainage Strategy C14660-100- P9. Prior to first occupation of the building, the drainage works referred to in the strategy, including all off site works, shall have been completed and be fully operational and they shall be managed and retained in a manner that ensures that they operate in the manner for which they were designed at all times thereafter. Reason: The ensure that the development is appropriately drained and does not result in increased flood risk in accordance with Policy EN6 of Swindon Borough Local Plan 2026 (adopted in March 2015).

18 External Lighting
The external lighting scheme set out in 19-100-EX-001 Rev T1 issued 14.1.2020 by MBA – External Indicative Lighting Layout; Holophane D-Series lighting brochure; and the External Led Lighting Assessment Report by MBA issued 14.1.2020 shall be fully implemented prior to the first use of the building and shall be retained as approved at all times thereafter. No additional or alternative lighting shall be installed at any time without the written approval of the Local Planning Authority. Reason: In order to control the lighting from the site in the interests of its visual appearance and to avoid harm to wildlife in accordance with Policies DE1 and EN4 of Swindon Borough Local Plan 2026 (adopted in March 2015).

19 BREEAM
The building shall be constructed to meet the BREEAM 'excellent' rating as a minimum, in line with the Pre-Assessment report dated 15 January 2020. No later than 6 months after the occupation of the building, a certificate following a post-construction review, shall be issued by an approved BREEAM Assessor to the local planning authority, indicating that the relevant BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development. Reason: To ensure that the development is carried out in accordance with sustainable construction standards and to accord with Policy DE2 of Swindon Borough Local Plan 2026 (adopted in March 2015).

20 Travel Plan
Prior to first occupation of the development hereby approved, a Travel Plan based on the Framework Travel Plan for the wider Symmetry Park site, shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include reference to the calculated total Passenger Car Equivalent units during peak hours for the proposed unit, set out in table 6.5: Proposed Development - Traffic Generation, in the Transport Assessment Addendum dated 4 May 2020; address concerns with regard to parking/layover of vehicles outside the site; and include modal shift targets and a programme of implementation, monitoring and review. The site shall thereafter be operated in accordance with the approved details. Reason: To ensure that there will be no unacceptable detrimental impact on the operation and safety of the trunk and local road network; and to minimise emissions from transport in accordance with Policies NE3, TR1 and TR2 of Swindon Borough Local Plan 2026 (adopted in March 2015).

21 Accesses
Prior to the occupation of the development hereby permitted, the vehicular accesses and associated footways/footpaths/cycleways shall be laid out and constructed in accordance with the submitted plans and shall be maintained thereafter. Reason: To reduce potential highway impact by ensuring the access is suitably laid out and constructed and to ensure that the development is served by an adequate means of access; and that the paths and linkages to the wider NEV area are provided in the interests of accessibility and sustainability to satisfy Policies NE3, TR1 and TR2 of Swindon Borough Local Plan 2026 (adopted in March 2015).

22 Parking
The development shall be carried out in accordance with the approved plans with regard to the provision of parking, turning, loading and unloading areas. These shall include a minimum of 158 parking spaces with electric car charging points; a minimum of 79 spaces which have wiring infrastructure to provide future charging points; 40 disabled vehicle parking spaces; a minimum of 41 secure motorcycle spaces and 80 secure and sheltered cycle spaces. The building shall not be occupied until these facilities are provided and are operational and they shall be maintained for their intended uses at all times thereafter. Reason: To promote and encourage sustainable transport and travel in accordance with Policies TR1, TR2, DE1, DE2 and IN1 of Swindon Borough Local Plan 2026 (adopted in March 2015).

23 Waste Storage
Prior to the first occupation of any development the waste storage/collection area shall be provided in accordance with the approved plans. The waste store shall be retained for so long as the use hereby authorised remains on site. Reason: In the interest of visual amenity in accordance with Policy DE1 of Swindon Borough Local Plan 2026 (adopted in March 2015).

24 External Storage
No goods, plant, machinery or materials shall be deposited or stored, or articles displayed, or processes undertaken, outside of the buildings on the site. Reason: To safeguard the visual amenity of the area in accordance with Policy DE1 of Swindon Borough Local Plan 2026 (adopted in March 2015).

25 Fire hydrants
The building shall not be occupied until the scheme and specification for the provision and location of fire hydrants in accordance with Fire Hydrant and Sprinkler Layout 19-100-EX-003 Rev T1 by MBA issued Jan 2020, has been implemented. Reason: To reduce the risk from fire in the interests of public safety and local resilience in accordance with Policy IN1 of Swindon Borough Local Plan 2026 (adopted in March 2015).

Appendix A: Schedule of Summarised Comments for S/19/1891

- **Parish Councils**
- **Adjacent Councils**
- **Statutory and other consultees**
- **Neighbours / local residents / other representations**

Consultee	Comments
Parish Councils	
South Marston Parish Council	None received
Stratton St Margaret Parish Council	None received
Wanborough Parish Council and the Western Vale Villages Consortium	None received
Covingham Parish Council	No objections
Bishopstone Parish Council	None received
Bourton Parish Council	None received
Watchfield Parish Council	None received
Shrivenham Parish Council	Given the potential for over 3000 vehicles from the Great Stall East Development plus the extra traffic from Symmetry Park and the South Marston/Rowborough development on the north side of the A420, it is difficult to see how the proposed travel plan by i-Transport will effectively address even the current traffic congestion and safety matters on the A420.
Longcot Parish Council	None received
Adjacent Councils	
Oxfordshire County Council	The use and extent of automation cannot be controlled and could change (particularly if a different operator were to occupy the unit) therefore the predicted traffic associated with the development is not accepted. To undertake a meaningful and realistic assessment of the development, the traffic generation should be based

	on the actual floor area of the building. The bus depot/interchange will be located within the boundary of site, but no further details are provided within the TA. A financial contribution should be sought to extend service S6 between Oxford and Stratton Park outside of existing times, in order to take account of associated shift patterns. The FRA is out of date and needs to be revised to ensure compliance with current National and Local Standards and current industry best practice. Missed opportunities to maximise SuDS methodologies on site. Evidence of source control and in turn, a treatment and management train approach, is required. Oxfordshire is the receptor for this site therefore water quality must be addressed to reach required standards. Quantity and flow rates of water entering Oxfordshire's catchment needs to be fully justified.
Vale of White Horse District Council	None received
Ward Councillor and Cabinet Member (Sumner)	None received
Statutory and other consultees	
Natural England	No further comment
Highways England	Recommend that conditions should be attached to any planning permission that may be granted and that requirements should be secured by S106 Agreement. Highways England's primary considerations relate to the operation and safety of the strategic road network, in particular the A419 White Heart Junction. The performance and operation of the A419 junction closely interacts with the nearby A420 Gablecross junction, and so our interests also extend to the operation of the local road network in this location. The VISSIM modelling assessment indicates that the projected increase in site movements (over and above the outline consent) can be accommodated without significant impact on the upgraded WHJ (and A420 Gablecross) or wider A419 corridor. Whilst Highways England has reservations over the adopted approach to traffic generation, both in terms of the discounting for robotics, and the suitability of the adopted trip rates for a high-intensity end-user, this can be overcome by a requirement within the S106 agreement restricting peak hour traffic generation to the additional levels (over and above the outline consent) forecast by i-Transport prior to the completion of works at A420 Gablecross. Given the findings of Highways England's own cumulative development impact assessment, and the scale of planned development across the wider NEV allocation, it is considered critical that the peak hour traffic generation of the proposed development is restricted prior to the completion of planned highway

	improvements. Recommends the following requirements be secured by S106 Agreement: 1) Vehicle movements at the four accesses to the development hereby approved, in combination, shall not exceed 246 vehicle movements (arrivals and departures in combination) in the AM peak (0800-0900); or 256 vehicle movements (arrivals and departures in combination) in the PM peak (1700 1800) until the improvement works at the A420 Gablecross roundabout, as shown in drawing NEVGCJ-ATK-HGN-GCJDR-D-0006_P06 (A420 Corridor and Gablecross Junction Option 2A General Arrangement, dated 26 April 2019), have been implemented in full and are open to traffic. 2) Measures to electronically record traffic movements at each entrance to the site during peak hours shall be in place before the first use of the building. An electronic report shall be provided to the local planning authority on a weekly basis and shall set out the total cumulative number of vehicle movements (expressed as CPU) for both the morning and evening daily peak hour movements. Electronic reporting shall commence during the week following the first occupation of the building. Highways England also recommends the following condition: Prior to first occupation of the development hereby approved, a Travel Plan based on the Framework Travel Plan for the wider Symmetry Park site, which shall make reference to the Highway England vehicle limit restrictions; address concerns with regard to parking/layover of vehicles outside the site; and include modal shift targets and a programme of implementation, monitoring and review, shall be submitted to and approved in writing by the Local Planning Authority. The site shall thereafter be operated in accordance with the approved details. Reason: To ensure that there will be no unacceptable detrimental impact on the operation and safety of the trunk road network.
The Environment Agency	Subject to the conditions below, we withdraw our previous objection, dated 21 February 2020. Condition 1. The development shall be carried out in accordance with the submitted flood risk assessment (reference 10873-HYD-XX-XX-RP-FR-5001, dated 15 April 2020 and prepared Hydrock) and the following mitigation measures it details: all 'functional' elements of the proposed development (defined in section 3.1 as 'buildings, yards, car parking, drainage infrastructure etc') shall be located outside of the 1% AEP plus a 70% allowance for climate change flood extent. These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development. Condition 2. There shall be no raising of existing ground levels on site within the 1% annual exceedance probability flood extent with a 35% allowance for climate change throughout the lifetime of the development, other than with the written consent of the local planning authority.
North Wessex Down Area of Outstanding Natural	None received

Beauty Unit	
Wiltshire Fire and Rescue Service	None received
Thames Water	No objections as surface water is not being discharged to the public network but recommends conditions to ensure water supply and waste-water facilities are available before occupation.
Campaign to Protect Rural England	Support the BREEAM Excellent standard and the use of photovoltaic arrays and air source heat pumps. Every effort should be made to minimise the visual impact of the PV arrays from near, or far, by use of the most up to date panel construction which can diminish reflective glare. With regard to external lighting, LED lights and minimum pole heights should be used to minimise light pollution. Use of robots may see this large space contribute little to the employment of Swindon with the quoted employment figure of 1500 being unrealistic or misleading.
Wiltshire Wildlife Trust	None received
Bus companies	Stagecoach welcome that the Travel Plan in support of mitigation traffic arising from the site. It is our experience that the future occupier will pursue a travel and access strategy that maximises the use of sustainable modes and would expect that staff contract buses service the site. The bus mode share is likely to be high. Welcome that the new road infrastructure which will provide for the strategic High Quality Public Transport Corridor. Disappointed that there is no clear relationship between the bus stops and the main personnel access to the site. Suggest a more direct access to the eastbound stop with the creation of an additional pedestrian crossover and the westbound stop be relocated towards the east to reduce walking distances.
County Archaeological Advisor	No further comments as all of the archaeological work has been completed.
Master Planning and Design	No significant issues are raised regarding the site layout. However, the proposal's scale, potential harmful impact and visual prominence is not adequately justified by the scope and detail contained within the submission. Further exploration and refinement of the appearance of the proposal is necessary to adequately address the requirements of LP Policy DE1. Consideration of the existing commercial development of 'Unit 1's' character should be made, as well as the expected delivery of the NEV development. Proximity to the North Wessex Downs Area of Outstanding Natural Beauty (AONB) remains the key constraint to the visual appearance of the building. The quantity of hard surfacing is very high and I would refer to my colleagues in Landscape as to the suitability and quantity of landscape mitigating measures. The architectural style is best described as 'contemporary', although I would not attribute any significant architectural quality to the scheme and would be inclined to describe it as uninspiring, plain and unlikely to be deemed a 'beautiful building'. The submission of existing developments featuring a similar scale, material, colour or general appearance would be useful in assessing the quality of the submission. This has not been

	included. No design justification is offered within the DAS as to the increase in height, nor the departure in roof design. Similarly, the inclusion of the bright, vibrant blue strip around the proposal has also not been mentioned in any detail. I would suggest to the applicant that material palettes, justification of colour choices, real world examples of materials or similar developments and exploration of building proportions, rhythm and scale would be the bare minimum requisites for a proposal of this significance and support the recommendation for an Environmental Colour Study and for its findings to be implemented either in their entirety or as per the Landscape Officer's suggested compromise.
Landscape Officer and Tree Officer	Do not agree that the proposal will make a barely discernible difference to the baseline condition even when considering the 15 year summer view. Not satisfied that the colour choices (RAL 7004 Signal Grey and RAL 7035 Light White) are appropriate for a building in this location and of this scale. It will be detrimental to views from the AONB, mid-range views from Rights of Way (FP5) and more filtered views from residential NEV parcels. A bright blue band along the parapet would increase the incongruity of the proposals in the landscape and suggest that this is restricted to the front only and the remaining three elevations are treated in a colour scheme that reflects the results of an Environmental Colour Study. This compromise is encouraged given the lack of architectural 'effort' with regard to the visual impact of the building which will appear simply as a substantial, grey, rectangular mass. The location, size and context of this structure places a great importance on getting the colour choices right. Planting – The narrow end bay planting areas need to be widened for consistent planting areas across the car park and more space is required so there is additional space for users to access vehicles without trampling plants/planting beds. Top up/tidying of mulch (in the car park in particular) needs to be done at the same frequency as litter collection, at least once a calendar quarter, not once annually. The maintenance period of 5 years for all planting types is welcome
Arboricultural Officer	Welcomes the use of large specimen trees but the tree species selected for the car park have narrow compact canopies, set in a substantial area of hardstanding. This will result in an extremely limited overall tree canopy in the car park and is inadequate. The applicant should reassess the use of cultivars and promote the natural species form. This is similarly an issue where Carpinus betulus 'Frans Fontaine', particularly, has been specified in the areas of ornamental and semi ornamental planting. Once the lower canopy is above the height of vehicles, there is no reason to constrain the growth of the trees and the visual benefits they afford should be recognised in designing a scheme of lighting to accommodate them. The statement that the mature Oak (T2 previously T5748) is not safe to retain is disingenuous. It could be successfully retained in a safe manner if it was treated as a veteran specimen (it exhibits several veteran

	attributes) and pruned to encourage the continuation of crown retrenchment. This would involve a reduction of the canopy which could readily be undertaken without increasing the risk targets. Acknowledge that the outline consent proposed its removal and replacement and in that regard, have no objection but the tree's condition does not necessitate removal as the only management option. The tree planting detail is unlikely to offer adequate conditions for successful tree establishment and does not accord with BS5845:2014. Recommend that the applicant substitute the structural soil tree-pit design for one that incorporates structural cells. A condition requiring the submission and agreement of a tree protection plan that accords with BS5837:2012 would be necessary. I have compared the previously approved strategic landscape scheme with the currently submitted scheme and there are several differences that mean that what was previously envisaged will now not be realised. The consequences may not be significant in many areas but they should be noted and addressed. Particularly, with regard to the northeast entrance to the site which was originally shown as being flanked by fastigiate Oaks to frame the entrance but the western row of trees has now been removed and replaced by a swathe of low growing shrubs and ground cover, seemingly at odds with the intended impression of arrival. The broad native woodland strip along the northern boundary of the car park is to be punctuated by two additional accesses, drastically reducing the visual softening that a continuous strip of woodland would enable.
Community Forest	Agree that opportunities to maximise tree canopy cover within the site should be taken and measures to ensure successful establishment of trees incorporated.
SBC Highways Officer	No objection subject to conditions - The analysis presented in the transport assessment demonstrates that the proposed development will generate 49 additional passenger car unit movements during the morning peak hour and 90 during the evening peak hour. In the context of traffic flows along the A420, this increase is not considered to be significant by the Local Highway Authority and is unlikely to result in a material or adverse impact on the operation of the local highway network during the weekday morning and evening peak hours. The main conclusions of the analysis of the traffic impact of the proposals are as follows: (i) The A420 corridor with committed improvements will operate within capacity in the 2021 weekday morning and evening peak hour periods and the net traffic increase above the consented development will result in negligible increases to forecast queuing and delay; (ii) The A420 corridor to the west of the site will continue to operate within capacity in the weekday morning peak hour period with the sensitivity test traffic flows (full sqm GFA using the trip rates agreed or the outline consent) and will operate broadly at capacity in the evening peak. The additional development traffic will result in negligible increases to forecast queuing and delay. (iii) The net traffic generation of the proposed development is likely to result in a maximum of four additional two-way PCU movements on the A420 to the east of the site in the weekday peak hour periods.

	This increase will not be perceptible and will not result in a material or adverse impact on the operation of the local highway network. (iv) It has been demonstrated the residual cumulative transport impacts of the proposed development on the operation of the local highway network are negligible and fall short of the 'severe' test set by the NPPF. The Local Highway Authority finds that the proposals comply with relevant national and local transport policy; they would not result in significant traffic impact; the site access arrangements comply with relevant design guidance; and there will be opportunities for travel by sustainable modes for employees and visitors to the site, enforced by a Travel Plan. Overall, the proposals are considered acceptable to the Local Highway Authority in transport and highway terms subject to an appropriate legal agreement and relevant planning conditions.
SBC Drainage Engineer	Revised comments awaited
SBC – Noise	No adverse comment.
Contaminated Land Officer	No objection and no conditions required as the proposal is not situated on or near land that has been identified as being of potential concern with respect to land contamination.
North Wiltshire Swifts	All new developments should provide habitat opportunities for those species, such as swifts, who prefer, or can adapt to the built environment. Recommend conditions to install 30 integral swift bricks in clusters of 2/3 close to the eaves with clear flight access to comply with LP Policy EN4 and the NPPF para. 170 (d).

Neighbours and local residents:

Objections have been received from one neighbouring household for the following reasons:
1) The removal of trees around the edge of the site, particularly T2. This and the neighbouring Oak, flourish each year with no serious sign of deterioration. The two trees standing side by side are possibly hundreds of years old and whilst there is damage to the trunk, as a frequent visitor to Savernake, we see hundreds of Oaks in the forest of a similar condition, some over a thousand years old. We are living in an age of increased warnings regarding the effects of climate change and the importance, especially, of ancient trees that are considered to be one of the most important habitats for biodiversity, especially apparently in hollowed and creviced Oaks. I have seen Barn Owls in both of these trees on occasions as we know they prefer trees with cavities. Bats can also be seen at dusk. The tree is not dying but would benefit from some restoration work. There is no excuse for removing such trees of great age simply because they are getting in the way of development.
2) Surprised Canal Cottage and Oaklands have not been considered in the noise survey as they are the two closest properties and would be amongst those suffering the worst case noise levels especially at night time with windows open.
3) With regards to the visual impact and the overall appearance, the planned colours will not blend in well with the surroundings and promises to be a blot on the landscape for instance when viewed from the distant Ridgeway and more so from the A420. This should be a landmark building, especially the gateway from the Oxfordshire direction and a chance to make an impression but I don't think it does. It is a dull and rather standard building and doesn't make an impact at all. An example of how a building blends in very well could be taken from the B&Q Building near Kingsdown. The varying shades of blue blend in beautifully to the rural surroundings, especially when seen from the Crematorium side. For the new housing planned on the Great Stall development right alongside Symmetry Park, it will be an especially

unattractive vista as well as to ourselves and more thought could have gone into the visual appearance with regard to this area looking towards the building.
3) With regard to landscaping, Phase One of Symmetry Park has been disappointing. The replacement of failed trees and shrubs has been very slow to say the least. Nearby residents such as ourselves are still waiting for the long promised tree that was to be planted on the mound in the corner by the pathway and fence near our property. We have lost count of the number of times we were told it would be planted as well as the long overdue filling in of the gaps in the hedgerow which were removed when attending to ditches on the boundary. This was also promised over two years ago and still hasn't been filled in with native hedgerow replacement. I don't know what happened to the wild flower planting shown on the plans. Apart from a few yellow Flags and bullrushes, I haven't seen anything like the number of species and variety that were apparently meant to be showing themselves by now. A recent second replanting to replace dead shrubs looks like another failure, simply because it was done too late in the planting season and dying once again from the lack of water and maintenance. Such a waste of time and money.
4) Finally, I hope that during this long construction period the working times are more strictly adhered to than the Phase One development because of the noise and disturbance levels we experienced over a lengthy time.
The time restrictions were often broken and at one stage work continued into the evenings very late with floodlighting. Living as close as we do, this disturbance is unacceptable and I would hope stricter controls will be in place.

Application Number S/HOU/19/1691

Proposal Erection of manege viewing platform, equipment shed, muck out bays and linking of approved entrance to existing track.

Location: Hannington Hall Queens Road Hannington Swindon SN6 7RW

This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.

In all cases reference should be made to the submitted plans.

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Application Number	S/HOU/19/1691
Proposal	Erection of manege viewing platform, equipment shed, muck out bays and linking of approved entrance to existing track.
Location:	Hannington Hall Queens Road Hannington Swindon SN6 7RW

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REVISIONS

The Hellands

Queens Rd

Gate

Gate

Wire Fence

Wire Fence

Trees

Wash area

Manage

Page 209

Block Plan 1:200

SCALE 1:200
0 1 5 10 15
Metres

N

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PROJECT:	LAND ADJACENT TO HANNINGTON HALL		
DWG TITLE:	BLOCK PLAN		
SCALE:	1:200 @ A1	DRAWN: HP	CHECKED: JD
DWG NO:	19070.002	REV:	DATE: NOV 19

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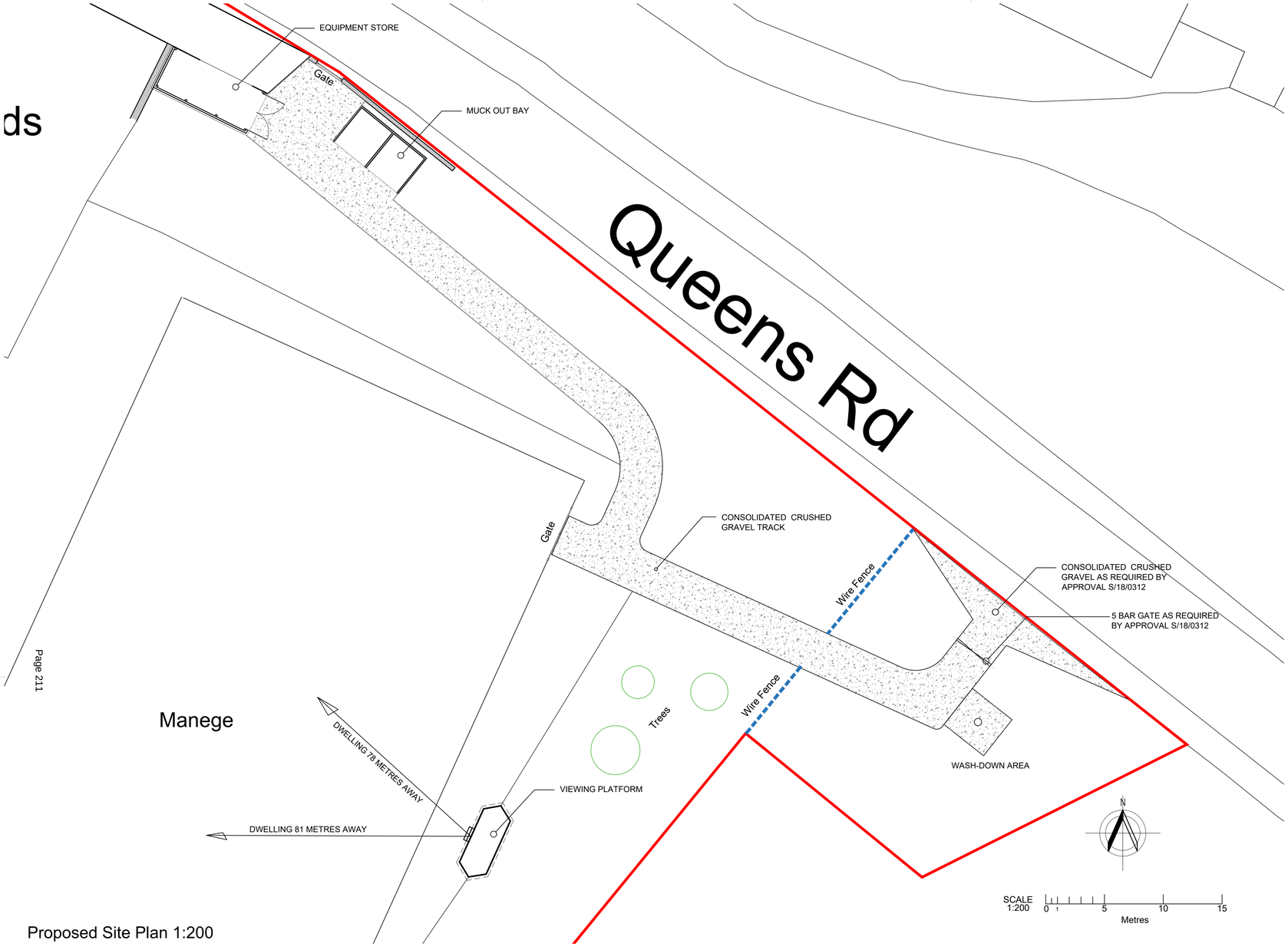

Proposed Site Plan 1:200

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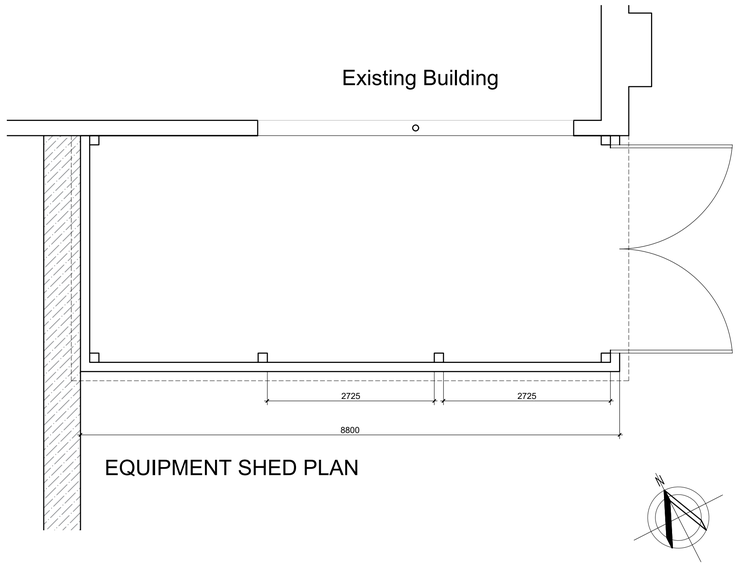
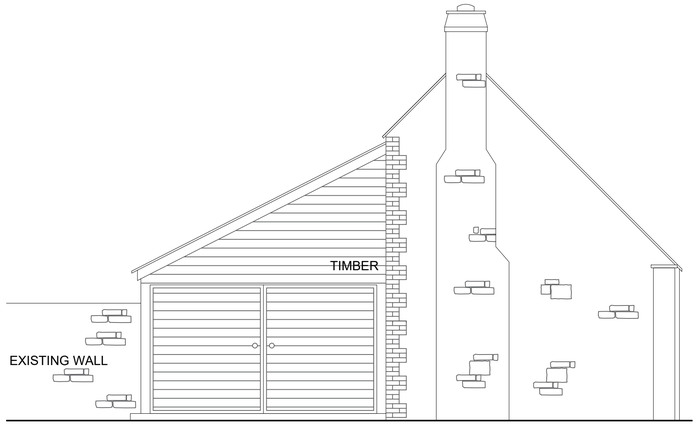


EQUIPMENT SHED PLAN



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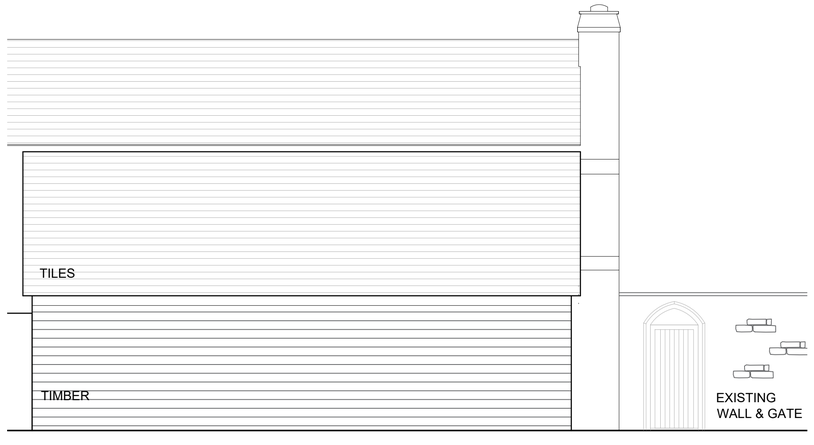

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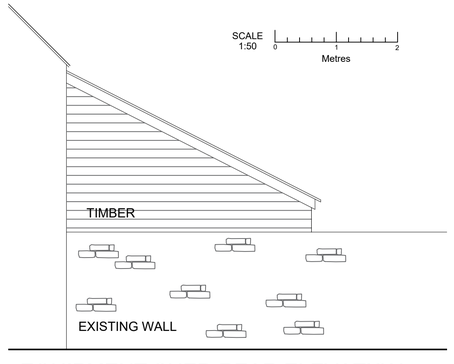

EQUIPMENT SHED REAR ELEVATION

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PROJECT:	LAND ADJACENT TO HANNINGTON HALL				
DWG.TITLE:	PROPOSED SITE PLAN & EQUIPMENT SHED				
SCALE:	1:500/50 @ A1	DRAWN:	HP	CHECKED:	JD
DWG.NO.	19070.003	REV:	A	DATE:	NOV 19

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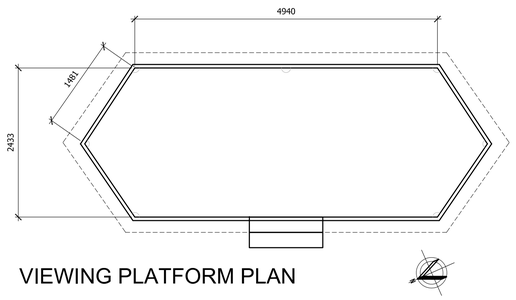
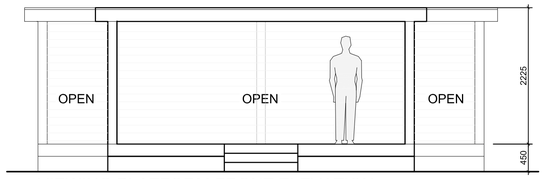


VIEWING PLATFORM PLAN

SCALE 1:50
0 1 2
Metres



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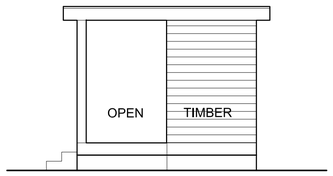
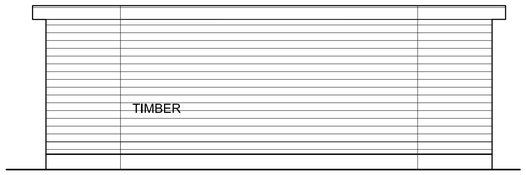
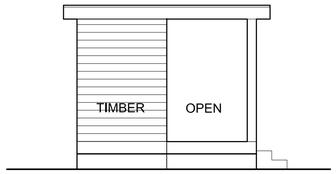


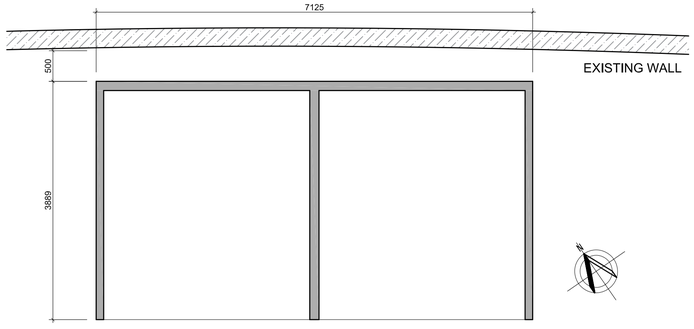
VIEWING PLATFORM SIDE ELEVATION



VIEWING PLATFORM REAR ELEVATION



VIEWING PLATFORM SIDE ELEVATION



MUCK OUT BAY PLAN

SCALE 1:50
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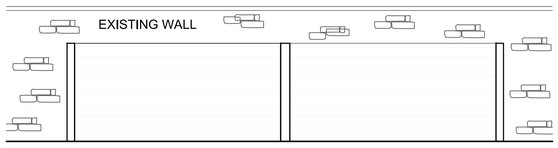
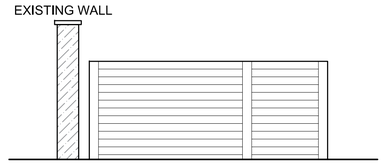
Metres



MUCK OUT BAY FRONT ELEVATION



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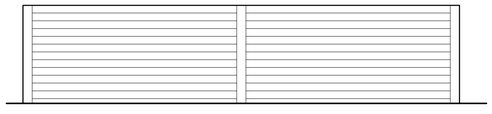
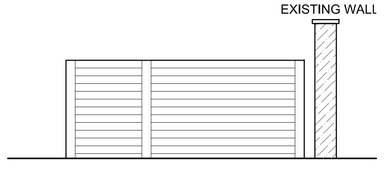


MUCK OUT BAY REAR ELEVATION



MUCK OUT BAY SIDE ELEVATION

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PROJECT:	LAND ADJACENT TO HANNINGTON HALL			
DWG TITLE:	VIEWING PLATFORM AND MUCK OUT BAYS			
SCALE:	1:50 @ A1	DRAWN: HP	CHECKED: JD	
DWG NO:	19070.004	REV: A	DATE: NOV 19	

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COMMITTEE REPORT

Item Number: 3
Application Number:
S/HOU/19/1691/SASM

Ward: Blunsdon And Highworth
Parish: Hannington

Proposal: Erection of viewing platform (for the existing manege), lean –to equipment shed, muck out bays and gravel driveway to link to the previously approved access.

Site Location: Hannington Hall, Queens Road, Hannington

Case Officer: Mrs Sarah Smith

Agent:
Eric Cole Ltd
Eagle Suite
The Wheelhouse
Bond's Mill
Stonehouse
Glos GL10 3RF

Applicant
Mr And Mrs Molhant Proost
Hannington Hall
Queens Road
Hannington
Swindon
SN6 7RW

Officers Report

This application has been brought before Planning Committee at the request of Hannington Parish Council.

Summary of Recommendation:

1. Planning permission be **GRANTED** with Conditions

The Proposal:

2. Planning permission is sought to construct a viewing platform, equipment shed and muck out bays on an existing manege relatively recently constructed opposite Hannington Hall. The manege and vehicular was granted planning permission by Planning Committee in July 2018 under planning approval S/18/0312. The permission included a condition restricting the use of the manege for to the private domestic needs of the applicant and the applicant's family and any person or persons residing or staying at Hannington Hall and the Coach House, Hannington Hall, and shall not be used for any commercial or business purposes. The use will continue to be used in accord with the permission i.e. for the training of horses for the private use of Hannington Hall owners and guests. The permission also required details be submitted for approval in respect of the location of the storage of manure and the proposed muck out bays provide some details in that respect

for members to consider at this time.

The Site and Surroundings:

3 The site is situated on the southern side of Queen's Road – on the opposite side of the road from Hannington Hall itself. This land has within it a tennis court with an historic barn and a bungalow situated on the northern side and residential properties and gardens along the southern edge. To the west runs Home Farm Lane and to the east an agricultural field. The site is also edged with mature trees along the eastern and part of the northern boundaries. The frontage to the manege site is very well tree'd with mature vegetation.

Representations

4. Hannington Parish Council: Original Plans: Object on the following grounds:-

- loss of further significant green area
- impact on Conservation Area and setting of Hannington Hall
- previous application S/18/0312,discounts the need for outbuildings or waste collection/storage as 'not applicable' The applicant has previously said there would be no new buildings
- concerned it will turn into a commercial or quasi-commercial location
- impact on highway safety
- impact on neighbouring residents in terms of noise, manure collection and storage, smells, attraction to rats and other vermin and flies, regular raking of the manege, which is necessary each morning after it has been used, according to the applicant, will create a great deal of dust and pollution in neighbouring properties. Further, as proposed, the manege could potentially be used every day of the year, with the tractor raking and driving around the area all day, loss of privacy, overbearing impact on neighbouring properties
- there is no provision for horse-boxes or trailers
- impact during the construction phase of the proposal
- will be a need to have stables at the site of the manege and the Parish Council is concerned that such an application will follow
- there are alternative facilities nearby
- sets a precedent for the loss of green space
- impact on wild life
- the GBR Team recommendation for a show-jumping manege is a minimum of 80 x 50 metres, yet this is 50 x 30 metres
- concern about the fact that there is a continuous trickle of planning applications relating to Hannington Hall
- equipment store should be in Hannington Hall
- buildings proposed are not modest additions.

5. Revised Plans: Object on the following grounds:- impact on Conservation area, neighbour amenity, impact on visitors to the parish, these requirements should have been known about at the time of the original application, no provision for parking for visitors, Hannington Hall is not a large estate: it is a house with a garden and a green field which was formerly horticultural/agricultural, and an asset to the parish, but is now quasi-industrial/commercial on a scale never envisaged. If the Planning Officer is of a different

opinion then it is requested that the decision is made by the Planning Committee.

6. Neighbours: No representations received

7. Relevant Policy:

- Adopted Swindon Borough Local Plan 2026
- Policy DE1 (High Quality Design)
- Policy TR2 (Transport and Development)
- Policy EN10 Historic Environment and Heritage Assets
- Adopted DCGN Technical Guidance on Parking Standards (2007)
- National Planning Policy Framework (NPPF).

Considerations:

8.The main issues to be considered are the design and appearance of the proposal in relation to the host dwelling and surrounding area and the impact upon the neighbour's amenity. The site is also situated in the Hannington Conservation Area and in the vicinity of listed buildings in relation to Hannington Hall. The impact upon those heritage assets is material. The application must also be considered in the context of an extant and implemented previous permission for the manege.

Impact on Heritage Assets:

9.The Conservation Officer was initially concerned about the justification for the proposals in respect of the impact on heritage assets. However further information was requested and received which provided further justification for the scheme. Historic England were consulted and made no comments.

10. In particular further detailed information has been given with regard to the use of the viewing platform and how it is intended on operating. As such this is a low key structure of an appearance appropriate to a rural area and does not result in harm to any heritage asset.

11. In addition plans showing the muck-out bay have been revised and corrected as the previous plans showed the muck out bays interfering with the historic wall. The muck out bays have been set back from the wall and this does not result in harm to any heritage asset.

12.Further explanation has been received with regard to the proposed lean – to extension to the existing barn building to utilise it as an equipment store. According to the details the existing barn would not be sufficient and that the extension needed is to facilitate repair of fences used and that it would be better to have this equipment on site rather than to carry across the road from Hannington Hall. It is noted that historic maps show that the building previously had extensions which appear to have been demolished over time. As such, the proposed extension is justified and is does not result in harm to any heritage asset.

13. Plans have been submitted showing the areas to be surfaced, along with details on why it is required. The use of a compacted crushed gravel would appear appropriate.

14. Officers have considered their duty to pay special attention to the desirability of preserving or enhancing the character and appearance of the conservation area and considers that the character of the area will be preserved. Further, special regard has been given to the desirability of preserving the building and setting of the nearby designated and non-designated heritage assets and consider the setting and significance and features of those assets will be preserved. The proposal does not conflict with Local Plan Policy DE1 (High Quality Design) or Policy EN10 Historic Environment and Heritage Assets and the NPPF given the lack of identified harm and neutral impact.

Visual impact:

15. The development is of a design and appearance that would not harm the character or appearance of the host property or the area in which it is situated. The proposal does not conflict with Local Plan Policy DE1 (High Quality Design) or Policy EN10 Historic Environment and Heritage Assets.

Residential amenity:

16. The proposal would maintain the amenity of adjoining neighbours and would not result in overlooking/loss of privacy/loss of light/visual dominance to a degree that would be contrary to the above policies, or result in smells odours or other nuisance to an unacceptable degree. The proposal does not conflict with Local Plan Policy DE1 (High Quality Design)

Third Party comments:

17. The Parish Council has objected to the proposals on a number of grounds many of which repeat their objection to the principle of the manege in this particular location. It is however material that this has consent and has been constructed. The additional proposals must be considered on their individual merits and it is considered that the manege viewing platform, additional storage building, muck out bays and alterations at the entrance are of a small scale and are ancillary elements to the main purpose of the site.

18 Other matters: no additional parking demand is expected to arise from this given the restrictions on who can use the platform hence the scheme does not conflict with any policy relating to access and parking.

Concluding Comments:

19 A Conservation Area is ‘an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance’ (Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990). When considering applications for development within a conservation area which affect a conservation area ‘special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. (Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990). In this respect it is considered that the proposals would have a neutral impact on the Conservation Area and would not cause any harm to the setting of Hannington Hall. Also subject to conditions the proposals would not have any adverse impact on the surrounding environment and neighbouring residents. The proposal therefore accords with Policies DE1 and EN10 of the Swindon Local Plan and the NPPF.

20 The development is considered to be appropriate to its location and in accord with local and national planning policy and is subject to the controls suggested in the recommended conditions, and is therefore considered acceptable.

Recommendation:

21. Planning permission be **GRANTED** with Conditions

Conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the requirements of Section 91 (1) of the Town & Country Planning Act 1990.

2. This approval shall be in respect of Drawing Number 19070.001 (Existing Location Plan) at scales 1:1250 and 1:500 and Drawing Number 19070.002 (Block Plan) at scale 1:200 received by the Local Planning Authority 4th December 2019 and Drawing Number 19070.003 Rev A (Proposed Site Plan and Equipment Shed) at scales 1:500 & 1:50, Drawing Number 19070.004 Rev A (Viewing Platform & Muck Out Bays) at scale 1:50 and Manege Structures (1-13) received by the Local Planning Authority 14th February 2020.
Reason: To define the scope of the development hereby permitted, in accordance with section 72 of the Town and Country Planning Act 1990.

3. The equipment shed hereby permitted shall be constructed using external facing materials that match and correspond with those of the existing buildings and the other structures as detailed on the approved drawings. Such facing materials shall be retained thereafter in their approved form.
Reason: To ensure that the appearance of the development is satisfactory.

4. No works shall commence until a soft landscape scheme has been submitted to and approved in writing by the Local Planning Authority showing details of all trees, hedgerows and other planting to be retained; finished ground levels; an appropriately scaled planting plan to include the species, location, numbers, size, spacing and positions of all new trees and shrubs, details of existing and proposed walls, fences and other boundary treatment. The drawing shall include or be accompanied by a detailed specification setting out an appropriate methodology for implementing the scheme in accordance with the appropriate British Standards to include BS 8545:2015, BS 4428:1989 and BS 5837:2012. The submission must include a detailed programme of implementation.
Reason: in the interests of amenity

5. With the exception of vehicles or machinery required for or associated with the maintenance of the development hereby permitted no vehicles shall be parked or stored within the site.
Reason: In the interests of amenity and to maintain the rural character of the area

6. No lighting shall be installed within the site in conjunction with the proposed development without the prior express grant of planning permission.

Reason: In the interests of amenity and to maintain the rural character of the area

7. The use of the manege viewing platform hereby authorised shall be restricted to the private domestic needs of the applicant and the applicant's family and any person or persons residing or staying at Hannington Hall and the Coach House, Hannington Hall, and shall not be used for any commercial or business purposes.
Reason: The site is not suitable to accommodate a commercial or business enterprise and in the interests of residential amenity.

Informative

1. CIL - Reg. 42 Exemption for Minor development: Whilst the development generates a net gain in floor space and is Community Infrastructure Levy (CIL) liable, it is exempt from CIL liability under CIL Regulation 42, as it constitutes minor development for the purposes of calculating CIL liability because the proposed extensions floorspace is below 100 sqm GIA.

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