



## COMMITTEE REPORT

**Item Number:**  
**Application Number:**  
S/OUT/19/0294/RA

**Ward:** Blunsdon And Highworth  
**Parish:** Blunsdon

**Proposal:** Outline planning application for up to 43no. dwellings and associated works - Access not reserved.

**Site Location:** Land Off B4019, Broad Blunsdon, Swindon, SN26 8DJ

**Case Officer:** Miss Rachael Adams

**Contact Details:** Tel: 01793 466012 Email: radams@swindon.gov.uk

**Agent:**  
Mr Jon Adams  
Tetlow King Planning  
Unit 2, Eclipse Office Park  
High Street  
Staple Hill  
Bristol  
BS16 5EL

**Applicant**  
Kingsman Estates Ltd  
C/o Agent

### Officers Report

#### Background:

0.1 This application has been called to Planning Committee by Blunsdon Parish Council.

#### Summary of Recommendation:

1 That the Head of Planning, Regulatory Services and Heritage be authorised to GRANT planning permission subject to the conditions set out in the report together with any amendments, omitted or additional conditions and the completion of a Section 106 agreement to secure the necessary mitigation. In the event that the applicant fails to agree an extension of time to allow sufficient time for the LPA to deal with these matters then the Head of Planning, Regulatory Services and Heritage be authorised to REFUSE planning permission.

#### The Proposal:

2 This application seeks outline planning permission for the erection of up to 43 no. dwellings with all matters reserved, apart from the means of access to the development, on land to the north of the B4019 at Broad Bush.

3 A new vehicular access is proposed directly off the B4019 with the widening of the existing footway to 2 metres along the site frontage.

4 Whilst the matters of appearance, landscaping, layout and scale are reserved for subsequent approval the application submission includes an indicative masterplan that demonstrates how the site could be developed. The scheme proposes to deliver 30 open market units and 13 affordable units.

5 The indicative masterplan shows the provision of just over 1 hectare of public open space and a possible pedestrian route along the northern boundary.

### **The Site and Surroundings:**

6 The application site comprises approximately 2.35 hectares and lies on the north side of the B4019, close to the Cold Harbour junction. The site has most recently been used as paddocks and agricultural grazing.

7 There are a number of existing underground water mains crossing the site from the Thames Water reservoir to the northwest boundary which are subject to easements.

8 The boundaries to the site are well defined with mature trees and hedgerow and the eastern boundary trees are protected by a Tree Preservation Order.

9 Public footpath 6 runs alongside the western boundary and partially along the northern boundary of the site before it turns north towards High Street, Blunsdon.

10 Immediately to the east the lies the Holdcroft site, which is currently a field in agricultural use, although planning permission has recently been granted for residential development of 54 dwellings (S/17/0528 refers)

### **Representations:**

#### **Neighbours:**

11 One letter of objection received from 34A Trenchard Road, Stanton Fitzwarren who is concerned about the exacerbation of the existing traffic problems in Blunsdon.

#### **Parish Council:**

12 Blunsdon Parish Council object to the development on the following grounds:

Materials and appearance not in keeping with local characteristics

Open space and landscaping is the easement space with no landscaping

Design uses principles from outside the area.

Access and egress on to Turnpike, a junction already over capacity and B4019 also at capacity.

Poor public consultation, no Statement of Community Involvement

Significant trees not surveyed.

13 Conservation officer: The development would not cause any harm to the significance or setting of the surrounding heritage assets.

14 County Archaeologist: At the time of writing this report, the applicant has advised that Thames Valley Archaeological Services (TVAS) have dug trial trenches and the County Archaeologist has been out to inspect the results. Nothing of significance was found so no

further work is required here.

15 Highways: No objections subject to conditions.

16 Highways England: No objections.

17 Housing Enabling Officer: No objection on the basis the site is proposing 30% affordable housing.

18 Landscape Officer: No objections subject to conditions.

19 Lead Local Flood Authority: No objection subject to conditions.

20 Thames Water: No objection subject to conditions.

21 Letters were also received from The Ramblers Swindon and North East Wiltshire Group who would welcome the dedication of the pedestrian route as a Public Right of Way and the Salisbury and Wilton Swifts (SAWS) who have requested the installation of swift nest bricks in the development.

### **Planning Considerations:**

22 The main considerations in the determination of this application are whether the proposal accords with the National Planning Policy Framework 2019 and the relevant policies of the Swindon Borough Local Plan 2026 (2015).

23 In accordance with this framework the following issues will be considered:

- Principle of residential development under the Local Plan and impact on the character of Broad Blunsdon
- Access
- The benefits of the proposal
- Other planning issues including CIL and developer contributions
- The planning balance and conclusions

### **Policy:**

24 The National Planning Policy Framework (2019) sets out the Government's planning policies for England and how these are to be applied. In respect of this application the following sections are relevant:

section 2, 'Achieving Sustainable Development'  
section 5 'Delivering a sufficient supply of homes'  
section 9 'Promoting Sustainable Transport'  
section 12 'Achieving well-designed places'

25 The following policies of the Adopted Swindon Borough Local Plan 2026 (2015) are considered relevant to this application:

- SD1 '*Sustainable Development Principles*' sets out the development principles which underpin the local plan
- SD2 '*The Sustainable Development Strategy*' aims to meet Swindon's development needs whilst protecting the Borough's most important assets;
- SD3 '*Managing Development*' seeks to take a positive approach to reflect the presumption in favour of sustainable development
- DE1 '*High Quality Design*' seeks high standards of design for all development
- HA1 '*Mix Types and Density*' advises that housing development should be design led and respect the character of the surrounding area
- HA2 '*Affordable Housing*' seeks all developments of 15 homes or more, on sites larger than 0.5 hectares to provide 30% affordable housing
- HA3 '*Wheelchair Accessible Housing*' seeks all development of 50 dwellings or more to provide 2% of them to be suitable for wheelchair user occupation.
- EN3 '*Open Space*' seeks all development to provide or contribute towards public open space
- IN1 '*Infrastructure Provision*' seeks to ensure all new development makes a positive contribution to sustainable growth by mitigating its impacts upon infrastructure
- TR1 '*Sustainable Transport*' seeks to reduce the need to travel and support and encourage the sustainable, safe and efficient movement of people
- TR2 '*Transport and Development*' encourages sustainable travel and seeks to mitigate the impact of development and ensure that suitable parking provision is provided

26 Also of relevance is Swindon Borough Council's Development Control Guidance Note: Technical Guidance on Parking Standards (2007) and the Swindon Residential Design Guide (2016).

27 Blunsdon Parish Council is currently preparing a Neighbourhood Plan for the area including the site of this current application. It is at a relatively early stage, with no documents having yet been published, and therefore has limited weight at the present time.

### **Principle of Development and the Character of Broad Blunsdon:**

28 The development strategy for the borough is set out in Swindon Local Plan Policy SD2. The policy supports the key government objectives for sustainable development in the most accessible locations, whilst supporting the best of the countryside. The sustainable development strategy in Policy SD2 seeks to focus development on the Swindon urban area and urban extensions to Swindon. Below Swindon and the urban extensions in the strategy sit Highworth and Wroughton and then other villages. At least 100 dwellings are planned to be delivered in the period to 2026 at other villages "proportional to their size and function" within settlement boundaries, on sites allocated within neighbourhood plans, and in accordance with rural exception site policy.

29 Part c of this policy states that 'Outside Swindon development proposals in rural and countryside locations outside the rural settlement boundaries as shown on the Policies Map will be permitted where:

- Local needs have been identified and allocated through a Neighbourhood Plan or Neighbourhood Development Order or

- It supports the expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in a rural service centre or
- It is accordance with other policies in this Plan permitting specific development in the countryside.'

30 As stated, Blunsdon Parish Council are preparing a draft neighbourhood plan for the village, although this has not yet undertaken the Regulation 14 public consultation. A site assessment report produced by Aecom to support the neighbourhood plan identifies the site as one of three that may be '*potentially suitable*' for development, providing a number of constraints were addressed. The constraints included that development of the entire site would significantly increase the number of dwellings in Blunsdon, which could negatively impact its character.

31 Para 48 of the NPPF advises that weight should be given to emerging plans according to their stage of preparation, the extent of unresolved objections and their degree of consistency with the NPPF. In view of its early stage of preparation, whereby it has not yet undertaken regulation 14 consultation, only very limited weight can be given to the Blunsdon Neighbourhood Plan at this time. Therefore, at present the proposal is not in accordance with Policy SD2.

32 Additionally, at the time of writing 495 new homes have been built or benefit from planning permission or a resolution to grant planning permission around the village of Blunsdon in the plan period to date. Recent permissions/resolutions to grant include:

- S/14/1304 – Land North Of Ermin Street and High Street, Blunsdon – 69 dwellings
- S/OUT/16/2034 – Land south of High Street, Blunsdon – 52 dwellings
- S/17/0528 – Land at Holdcroft – 54 dwellings
- S/17/0458 – Land to the rear of 89, 91 and 83 Ermin Street, Broad Blundon – 15 dwellings
- S/OUT/17/1032 – Land at Hill Cottage – 100 dwellings
- S/OUT/18/040 – Land at Sams Lane – 70 dwellings

33 The cumulative scale of development is significant and not proportional to the size and function of Broad Blunsdon, which in 2011 was a village of 603 dwellings and has limited services and facilities. This is a further reason why the proposed development is contrary to policy SD2.

#### **Access:**

34 Policies TR1 and TR2 of the adopted Swindon Borough Local Plan 2026 seek to ensure access for developments that is appropriate to the scale, type and location of the proposal without detriment to highway safety, traffic movement and the local environment.

35 Whilst there is an existing field access, the proposed access to the development is also via the B4019 Broadbush but further to the west than the existing access. A priority junction is proposed with 'Keep Clear' markings at the junction. Drawing numbered 6512/203 shows the proposed site access for vehicles and pedestrians and also illustrates the widening of the existing footway across the site frontage to 2m to improve the existing options for sustainable transport.

36 Vehicular visibility splays have been provided in accordance with the results of the speed

survey for the adjacent site Holdcroft (S/17/0528 refers). The Transport Statement states that vehicle speeds here are likely to be slower than those recorded for the neighbouring site given the proximity of the junction with Cold Harbour and the Traffic Calming Build Outs. Notwithstanding, larger visibility splays than those specified are achievable.

37 Public Footpath 6 Blunsdon abuts the site on the western side and for part way along the northern side. To improve permeability and therefore sustainable transport options, at least one connection with the Public Footpath is required and the footpath is required to be surfaced and lit for its length. The applicant has confirmed that the proposal is to connect to the existing PRow in the north west corner of the site. And it is also the intention to safeguard a connection to the Holdcroft site at the north east corner of the site, although that connection can only be implemented if the Holdcroft site is developed.

38 Using the same trip generation from a previously approved site in the local the predicted trip generation for this site is 22 in the AM peak hour, 23 in the PM peak hour and 201 vehicles over a 12 hour day. This development is smaller than the sites previously permitted within Blunsdon and this level of trip generation presents a worst case scenario as no reduction has been included taking account the increase in people working from home or working more flexibly to enable them to avoid the worst of road congestion either here at journey origin or further afield at journey destination. Further a Travel Planning Statement has been submitted to assist in the reduction of single occupancy car journeys to and from the site. High speed broadband should be in place prior to occupation of the units to maximise the opportunity for flexible working and working from home.

39 The internal layout of the roads is a reserved matter so the following comments made here are for consideration when the detailed application is made.

- The internal roads are proposed at 5.5m wide with 2m footways generally both sides of the road. Emerging and forward visibility splays are required to be provided commensurate with the design speed of the road which should be specified.
- A Swept Path Analysis of a 10.6m long mid steer vehicle is also required with clearance between the vehicle and oncoming/parked vehicles and vertical boundaries such as kerbs, walls and fences.
- Cycle and car parking will need to be provided in accordance with SBCs adopted Parking Guidance. Visitor spaces are required at 1 space per 5 dwellings.

40 The Local Highway Authority therefore raises no objections subject to the imposition of conditions.

## **Landscape:**

41 The Councils Landscape Architect has no landscape based objection to the principle of development on this site and is in broad agreement with the findings of the LVIA. The primary concern is the retention and protection of as much boundary vegetation as possible.

42 Concerns were raised originally that the proposed scheme was too close to the southern boundary of the site and the combination of visibility splay and garden boundary fencing

would result in the removal of most or a substantial portion of this circa 180 linear metre frontage hedge with significant detrimental impact on the character of this road. Whilst this hedge may not be in exemplary condition or indeed continuous, it must be retained.

43 The illustrative layout was subsequently amended setting the development back off the southern boundary to include the retention and protection (in the long term) of the hedge and any trees within it.

44 The two main internal trees are not in good condition and their removal as part of the work would be logical.

45 It is suggested that these trees are taken down as a whole tree (i.e. not section-felled) and the majority of the trunk or cylinder of the healthier one be placed on its side and used as a key part of the play area provision on site. The main cylinder or trunk of the other tree also has significant habitat value and can be used to create a vertical habitat pile.

46 The Landscape Architect has no objections to the scheme subject to the imposition of appropriately worded conditions.

### **Benefits of the Proposal:**

47 The proposed development would provide market and affordable housing to meet the Borough's housing requirement. As is discussed below, it is not currently possible to demonstrate a supply of 5 years of deliverable housing land when assessed against the requirement in the Local Plan and is at present only able to show 2.7 years' supply. This is a significant shortfall and increases the weight to be given to the benefit of delivering new market and affordable housing. The recent Hill Cottage appeal decision shows that benefit is given significant weight by government-appointed planning inspectors.

48 The housing would be well located within the village given its proximity to the primary school and bus stop, although the bus service is limited. Of the 43 dwellings 30% would be affordable housing, which is policy compliant and again given the shortfall in supply of affordable housing, this is considered a significant benefit.

49 The proposed development would also provide the additional benefit of the creation of an area of public open space beyond the provision of housing:

50 Construction work would be created albeit this would be a short-term, limited benefit. Similarly, there would be new residents of the village which would spend money in the local businesses that there are, but again this is a limited benefit in the absence of evidence that any of those businesses require that extra custom.

### **Other planning Issues:**

#### *Archaeology*

51 This is an archaeologically sensitive location, as highlighted in the applicant's archaeological desk assessment. The County Archaeologist advised that the site be subject to archaeological evaluation, starting with a geophysical survey, which has been provided. It is understood that Thames Valley Archaeological Services (TVAS) have dug trial trenches on the site and that they have been inspected by the County Archaeologist.

Nothing of significance was found so no further work is required here.

### *Affordable Housing*

52 In accordance with Policy HA2 of the Local Plan, affordable housing will be sought on all suitable sites proposed for development that comprise 15 or more dwellings or sites of 0.5 hectares or more. Affordable housing is required to be provided on site at a ratio of 30% and as such the applicant is proposing 13 units.

### *Accessibility*

53 In accordance with Policy HA3 of the SBLP at least 2% of the houses will be required to be suitable for wheelchair occupancy.

### *Ecology*

54 An Ecological Appraisal was submitted with the planning application which recommends that an Ecological Mitigation and Enhancement Strategy should be conditioned if permission is granted.

### *Heritage*

55 The site is not within close proximity to either the Broad Blunsdon or Lower Blunsdon Conservation Areas. The only designated heritage asset within proximity of the subject site is a listed milestone along the B4019, where its setting is more related to its positioning along the carriageway as a historic marker of distance.

56 As discussed in Paragraph 127 of the NPPF, Policy DE1, DE5 and EN10 of the Local Plan, when looking to undertake development, one needs to look at a surrounding context, setting, its character and particularly how the works affect the character and appearance of the surrounding heritage assets and how the works reinforce local character and distinctiveness.

57 Having considered the merits of this scheme, it is officer's opinion that the proposed development is unlikely to cause harm to any heritage assets or their setting.

### *Infrastructure Requirements*

58 In addition to affordable housing which has been addressed above this section considers the potential wider infrastructure implications. The overarching infrastructure policy framework is set out through Policy IN1 of the adopted Local Plan. The Community Infrastructure Levy Charging Schedule was adopted on 26th March 2015

59 The Community Infrastructure Levy Regulations 2010 (as amended) 'CIL Regs' came into force on 6th April 2010. The CIL Regs Regulation 122 embedded three of the five tests of Circular 05/2005 as statute. Regulation 122 states that where an item of infrastructure may be requested as a planning obligation, in order to support a decision the three following test must be satisfied:

- Necessary to make the development acceptable in planning terms
- Directly related to the Development, and
- Fairly and reasonably related in scale and kind to the development.

Compliance with Regulation 122 is therefore material to any contributions that will inform a decision to grant planning permission.

60 The Council is a Community Infrastructure Levy (CIL) Charging Authority. At the point of



writing this report the adopted CIL Charging Schedule is that dated 6th April 2015. The proposed development for residential is located within CIL Residential Charging Zone 2 of this schedule. The development constitutes CIL Liable development chargeable at the relevant rate within the relevant Charging Schedule in place at the time of calculation, that rate which is subject to indexation annually. The CIL chargeable amount is calculated at the point in time that planning permission first permits development for CIL purposes. For an outline application this would be at the point of approval or reserved matters, should outline permission be granted. To inform the applicant/landowners of the relevance of CIL to the proposal a CIL liable informative will be added to the decision notice.

61 Policy EN3 of the adopted local plan requires consideration of Open Space requirements. This is amplified by the Open Space Audit & Assessment (2014 update) that considers the quantity, quality and accessibility of the different types of open space by Ward. The open space calculator translates the requirements of EN3 and associated Appendix 3 of the adopted Local Plan 2026 into the relevant area requirements. Where the scale of development does not trigger or justify the need for on-site provision due to location, there may be grounds to secure off-site provision proportionate to the scale of the development for investment locally.

62 In this case the application proposes on site open space and in addition an off-site playing pitch contribution of £22,308.17 is generated by the development to be used at Blunsdon Recreation Ground.

63 No highway related contributions have been deemed applicable.

64 The affordable housing and contribution towards off-site playing pitches will need to be secured by means of a Section 106 legal agreement.

### **The Planning Balance and Concluding Comments:**

65 The proposed development would not accord with the development plan read as a whole due to its conflict with policy SD2. It is therefore necessary to look at whether other material considerations would indicate in favour of the grant of permission.

66 The NPPF is an important material consideration and the need to apply the 'presumption in favour of sustainable development' is necessary and recommend that planning permission is granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits. This applies because, as referred to above, the Borough is unable to demonstrate a five year housing land supply when assessed against its housing requirements.

67 It is necessary to consider whether the adverse impacts as a whole, including the conflict with Local Plan Policy SD2 and harm to the character of Broad Blunsdon would sufficiently and demonstrably outweigh the benefits which include delivering market and affordable housing and creating a new public open space.

68 Applying that tilted balance, and taking into account the significant housing land supply shortfall, officers are of the view that the adverse impacts of granting planning permission would not significantly and demonstrably outweigh the benefits. Therefore, it is recommended that planning permission should be granted, subject to the completion of a

section 106 agreement and conditions.

69 In determining this application Members should have regard to the prospects of defending a decision to refuse planning permission at appeal. Officers' view is that following the recent appeal decision at Hill Cottage in Blunsdon those prospects would be limited, although each appeal is assessed on its own merits.

### **Recommendation:**

70 That the Head of Planning, Regulatory Services and Heritage be authorised to GRANT planning permission subject to the conditions set out in the report together with any amendments, omitted or additional conditions and the completion of a Section 106 agreement to secure the necessary mitigation. In the event that the applicant fails to agree an extension of time to allow sufficient time for the LPA to deal with these matters then the Head of Planning, Regulatory Services and Heritage be authorised to REFUSE planning permission.

### **Conditions**

1. Prior to the commencement of works on site in connection with the development hereby permitted, details of the appearance, landscaping, layout and scale (hereinafter called "the Reserved Matters") shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To accord with Section 92 of the Town and Country Planning Act 1990.

2. Application for the approval of the Reserved Matters referred to in condition 1, shall be submitted in writing to the Local Planning Authority before the expiration of 3 years from the date of this permission and shall be carried out in accordance with the approval.

Reason: To enable the Council to review the suitability of the development in accordance with Section 92(2) of the Town and Country Planning Act 1990.

3. The development hereby permitted shall be commenced either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of the last of the reserved matters to be approved, whichever is the later.

Reason: To enable the Council to review the suitability of the development in accordance with Section 92(2) of the Town and Country Planning Act 1990.

4. The development hereby permitted shall be carried out in accordance with the following approved plans:

- i. site location plan P/SL/Sitloc received on the 20th February 2019
- ii. proposed access arrangement drawing 6512/203 received on the 20th February 2019

Reason: To define the scope of the development hereby permitted, in accordance with section 72 of the Town and Country Planning Act 1990.

5. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall:

- i. specify the type and number of vehicles;
- ii. specify the point of construction access and access route to the site;
- iii. set out details of the parking of vehicles of site operatives and visitors;
- iv. set out arrangements for the loading and unloading of plant and materials;
- v. set out arrangements for the storage of plant and materials used in constructing the development;
- vi. set out arrangements for wheel washing facilities;
- vii. specify the intended hours of construction operations;

Reason: To reduce the potential impact on the public highway during the site preparation and construction phase(s) of development.

6. Development shall not begin until a surface water drainage scheme for the site, in accordance with the approved drainage strategy 'Flood Risk Assessment & Drainage Strategy for Proposed Residential development - Land North of Broadbush (B4019), Broad Blunsdon - Issue 3, May 2019', has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include, but not be limited to:

Evidence that the proposed flows from the site will discharge at or below greenfield runoff rates, or as close as practical for any areas that have been previously developed;  
 Details of how the drainage scheme has incorporated SuDS techniques to manage water quantity and maintain water quality in accordance with best practice guidance including the latest SuDS Manual C753;  
 Detailed drainage plan showing the location of the proposed SuDS and drainage network with exceedance flow routes clearly identified;  
 Details to demonstrate the SuDS Scheme has been designed in accordance with best practice guidance including the latest SuDS Manual C753;  
 General arrangement, which should be coordinated with the landscape proposals and the masterplan;  
 Manhole Schedules;  
 Detailed drainage calculations for all rainfall events up to and including the 1 in 100 year plus climate change to demonstrate that all SuDS features and the drainage network can cater for the critical storm event for its lifetime;  
 Details of how the scheme shall be maintained and managed after completion;  
 Any drainage systems offered for adoption will be designed to Sewers for Adoption 7th edition and/or SBC standards as part of the detailed design and relevant technical approval processes.

Reason: To prevent unacceptable risks to people and property from flooding by ensuring the satisfactory storage and disposal of surface water from the site.

7. Development shall not be occupied until a surface water drainage maintenance scheme for the site, in accordance with the approved maintenance regime 'Flood Risk Assessment & Drainage Strategy for Proposed Residential development - Land North of Broadbush (B4019), Broad Blunsdon - Issue 3, May 2019', has been submitted to and approved in

writing by the Local Planning Authority. The scheme shall subsequently be maintained in accordance with the approved details.

Reason: To prevent unacceptable risks to people and property from flooding by ensuring the satisfactory storage and disposal of surface water from the site.

8. Prior to the occupation of the development hereby permitted, the vehicular access shall be laid out and constructed in accordance with the submitted plan [drawing no. 6512/203] including visibility splays with the area of driveway within at least 15m of the carriageway edge of the public road surfaced in bound material, and shall be maintained thereafter unless or until adopted as highway maintainable at public expense.

Reason: To reduce potential highway impact by ensuring the access is suitably laid out and constructed.

9. The existing vehicular access shall be permanently closed within 2 months of the access shown on drawing numbered 6512/203 becoming operational and the footway/verge in front has been reinstated, in accordance with details to be submitted to and agreed in writing beforehand by the Local Planning Authority.

Reason: To reduce potential highway impact by ensuring there is no further use of an access that is deemed to be unsuitable to the serve the development.

10. Prior to the occupation of the dwellings hereby permitted the public right of way adjacent to the site (Footpath 6) shall be surfaced in asphalt and illuminated in accordance with details to be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details.

Reason: To promote and encourage sustainable transport and travel.

11. The development hereby permitted shall not be occupied until the footway across the frontage of the site to Broad Bush has been widened to 2m implemented broadly in accordance with the drawing numbered 6512/203 and opened to the public.

Reason: To reduce potential highway impact by ensuring that there is a satisfactory access to the development.

12. The approved Travel Planning Statement shall be implemented in accordance with the details and timetable therein, and shall be continued thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the opportunities for sustainable transport modes are taken up.

13. The dwellings hereby permitted shall not be occupied until the vehicular parking and turning facilities [including garages where provided] have been provided in accordance with

details that shall have been submitted to and approved in writing by the Local Planning Authority and those facilities shall be maintained available for those purposes thereafter.

Reason: To reduce potential highway impact by ensuring that adequate parking and manoeuvring facilities are available within the site.

14. The development shall be served by an access road(s) laid out and constructed in accordance with the approved reserved matters details and no dwelling on the development shall be occupied until the road (including vehicular turning head(s), street lighting, drainage and footways where proposed) providing access from the nearest public road to that dwelling has been completed to at least binder course and footways to surface course level in accordance with the details so approved.

Reason: To ensure a satisfactory means of access for occupants of the development.

15. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as either a dedication agreement has been entered into or a private management and maintenance company has been established.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

16. Prior to the development being brought into use, details of electric car charging points shall be submitted to and approved in writing by the Local Planning Authority and no occupation of the development shall occur until the approved details have been completed and thereafter maintained.

Reason: To ensure that the opportunities for sustainable transport modes have been taken up.

17. The material submitted with the landscaping reserved matters shall include:

i) Details of the species, location, diameter, approximate height, and general state of health and stability, of every tree, bush or hedgerow on the site which is to be retained and of each tree, bush or hedgerow which is on land adjacent to the site and to which paragraphs ii), iii), iv) and v) below shall apply;

ii) No tree, bush or hedgerow which is to be retained and which has been identified in paragraph i) above, shall be topped, lopped, felled, destroyed or wilfully damaged, including any severance of its roots without the prior written consent of the Local Planning Authority;

iii) No materials, plant, soil or spoil shall be stored underneath, and no burning of materials shall take place, within the furthest extent of the canopy of any tree, bush or hedgerow, which is to be retained and which has been identified in paragraph i) above without the prior written consent of the Local Planning Authority;

iv) Details of the specification and position of fencing and of any other measures to be taken for the protection of any tree, bush or hedgerow, which is to be retained and which has been identified in paragraph i) above. Such fencing or any other measures shall be retained until

the approved development has been completed or the Local Planning Authority has approved, in writing, that such fencing or any other measures may be removed;

v) All works to protect any tree, bush or hedgerow, which is to be retained and which has been identified in paragraph i) above shall be carried out in accordance with BS 5837(2012);

vi) A planting plan and timetable of works for the soft landscaping of the site; all works shall be carried out in accordance with the approved plan and timetable; and any trees or plants, which within a period of five years from first being planted, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written approval to any variation; and

vii) details of fencing and boundary treatments.

Reason: To ensure that the appearance of the development is satisfactory.

18. No less than 2% of the total residential development shall provide for wheelchair user occupiers in accordance with a plan or schedule, which shall have been submitted to and approved in writing by the Local Planning Authority. These approved design features and provisions shall be retained for so long as the buildings hereby permitted remain in use as dwelling houses.

Reason: In the interests of people with disabilities.

19. 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

19. The ecological enhancement measures identified in Ecological Appraisal April 2019 shall be implemented on site unless alternative measures have been submitted to and approved in writing by the Local Planning Authority. If alternative measures are so approved these shall be implemented in accordance with that scheme.

Reason: To achieve net biodiversity gain.

20. No properties shall be occupied until confirmation has been provided that either:- all wastewater 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 sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents

21. Prior to the commencement of works on site in connection with the development hereby permitted, details of temporary protective fences to safeguard the trees and / or hedges to

be retained on the site shall have first been submitted to and approved in writing by the Local Planning Authority and shall be erected in accordance with the current BSI 5837 and maintained to that standard until the development has been completed or the Local Planning Authority has confirmed, in writing, that the fencing can be removed.

Reason: To ensure that adequate protection is afforded to the trees and/or hedges on the site.

22. The hedge/trees on the southern boundary of the site must be retained in its entirety with the exception of the absolute minimum required to construct the entrance to the site.

Reason: To ensure that adequate protection is afforded to the trees and/or hedges on the site and to ensure that the appearance of the development is satisfactory.

### **Informatives**

1. 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](http://www.swindon.gov.uk/cil) or telephone the SBC CIL Team on 01793 466289 or 466397 or email [cil@swindon.gov.uk](mailto: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](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.

2. The proposed development will require works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the Local Highway Authority before commencing works on the development. [TransportDevelopment@Swindon.gov.uk](mailto:TransportDevelopment@Swindon.gov.uk)

3. The applicant is advised that to fully comply with condition ## above, the local planning authority requires a copy of a completed dedication agreement between the applicant and the local highway authority or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes. [TransportDevelopment@Swindon.gov.uk](mailto:TransportDevelopment@Swindon.gov.uk)

4. The Local Highway Authority will require the developer/landowner to provide a surety under the Advance Payment Code (APC) provisions within the Highways Act 1980 (Sections 219 to 225), to ensure the proper implementation of new private highway which may be offered for adoption to the LHA at a later date, either by way of a Section 38 Agreement, or at the request of the frontagers. Further information in this respect may be obtained by contacting Swindon Borough Council's Transport Development Management team. [TransportDevelopment@Swindon.gov.uk](mailto:TransportDevelopment@Swindon.gov.uk)

5. The weather will have an impact on construction sites which in turn will require roads to be swept in addition to using wheel wash facilities. Swindon Borough Council are on winter service alert for gritting roads around the Borough from mid-October to mid-April each year,

the treated roads are shown on the attached plan. The de-icing material used for road treatment by this council is Thorox, this material is rock salt treated with an agricultural by-product similar to molasses and has the advantage of being active on the carriageway for up to three days providing there is no substantial precipitation or sweeping. It is imperative that any salt removed from the treated network by sweepers clearing mud and debris is replaced straight away at a spread rate of 15g/m<sup>2</sup>. Where a sweeper is used on the roads around your site, you have a responsibility to retreat roads after washing or sweeping to ensure safety of road users is maintained during the winter period. In order to assist with this retreatment, Swindon Borough's Highway Operations Team can provide a filled grit bin at a cost available on request for use by developers, it should be noted that once delivered the bin and its contents will be in the property of the developer. In the first instance, please contact, Duty Winter Service Engineer, 01793 466354 to discuss and confirm site specific requirements.

[https://www.swindon.gov.uk/info/20040/road\\_safety\\_maintenance\\_and\\_repairs/737/find\\_out\\_about\\_road\\_gritting](https://www.swindon.gov.uk/info/20040/road_safety_maintenance_and_repairs/737/find_out_about_road_gritting)

6. 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.

[http://www.swindon.gov.uk/info/20031/roads\\_parking\\_and\\_transport/321/apply\\_for\\_street\\_name\\_or\\_number](http://www.swindon.gov.uk/info/20031/roads_parking_and_transport/321/apply_for_street_name_or_number)

7. The grant of planning permission does not permit any changes, alterations, obstructions, diversions, closures or additional use by motor vehicles of any public rights of way affected by the proposal, the developer is required to contact the Council's public rights of way team for permission prior to undertaking any works. Public Rights of Way.

In addition to this consent, the developer will require Local Highway Authority approval in connection with the Public Right of Way. The Applicant is required to obtain this approval before works commence, and is therefore recommended to contact Swindon Borough Council's Highway Infrastructure Asset Management Department in this respect as soon as possible.