

COMMITTEE REPORT

Item Number:

Application Number:
S/18/0447

Ward: Eastcott

Parish: Central Swindon
South

Proposal: Erection of 10 dwellings, Conversion of existing store to provide 2 dwellings and associated works.

Site Location: 13 Cricklade Street, Old Town, Swindon
SN1 3EZ.

Case Officer: Ms P Moore

Agent:

E. P. Keogh
Contractors Ltd
69 Clifton Street
Swindon
SN1 3PY

Applicant:

Ian Sullivan
Ian Sullivan Architecture
Ltd
101 Victoria Road
Swindon
SN1 3BD

Officer's Report

Background:

1. This is a full application for the demolition of existing buildings on site, the conversion of one building to 2 dwellings and the construction of 10 dwellings. Both the Ward Member and Parish Council have requested that this application is considered by the Planning Committee if officer recommendation is to grant permission.

Summary of Recommendation:

2. That planning permission is GRANTED subject to conditions

The Proposal:

3. The former Chapel on Church Road is to be retained and converted into two dwellings. The remaining buildings on site will be demolished and replaced with a further 10 dwellings. The converted chapel will provide two single bedroom houses, the new building will provide 4 one bedroom flats, 2 two bedroom flats and 4 two bedroom houses, with cycle and bin storage, and 12 car parking spaces. Ground levels on site will be reduced by 500mm.

The Site and Surroundings:

4. 13 Cricklade Street occupies a prominent site on the northern corner of the junction of Church Road and Cricklade Street. The site is bordered by roads on three sides – Cricklade Street to the east, Church Road to the north and Little London to the west, and by Cricklade Court, an office block, to the south. The road slopes down from south to north. The site itself is currently vacant but was a former builders yard, occupied by Pope Brothers.
5. There are several buildings on site including: one which fronts Cricklade Road (building A), which appears to date from the late 19th early 20th century and are likely former cottages. The range that runs east - west to the rear (and attached) to building A (noted as building B) appears to replace earlier buildings but now likely date from between 1920-1940. The former 'Mission Hall' (referred to as 'store' and is identified as building D in the submission) appears to date from early 20th Century (1900-1920), there is also a prefabricated garage to the north of the site.
6. The site itself has been built up so it appears fairly flat, although there is a substantial drop in levels at the western end of the site. From Church Road the site

appears elevated. The site lies within the Swindon Old Town Conservation Area.

7. Opposite the site is Christ Church a grade II* (starred) listed building and Churchward tomb (grade II) situated to the north-east of the chancel of the church. Anderson's Hostel a grade II listed range of later 19th Almshouses are situated just south of the church with its gable facing directly to Cricklade Road and further south along Cricklade Road is Villetts House a grade II* listed house dating from the early 18th Century.

Representations:

Parish Council:

8. Objection for the following reasons: Dwelling 1- possible problem with lack of natural light, main windows are north facing and south facing only has a small viewing panel in the front door. Also means that there are no security benefits from having Little London Road overlooked by windows; remains an effectively blind alley. Dwellings are too small:
- 1 & 2- only 49 m² when guidance is 58m².
 - 3 - 35m² when should be 50m²
 - 4 - 40m² when should be 50m²
 - 6 - 68m² when should be 79m²
 - 7 - 63m² when should be 79m²
 - 8 - 71m² when should be 79m²
 - 9 - 70m² when should be 79m²
 - 10 - 70m² when should be 79m²
 - 11 - 50m² when should be 61m²
 - 12 - 55m² when should be 61m²
9. Note that measurements provided seem to incorrectly count space under the eaves under 1.5m as floorspace, when NDSS doesn't allow this. Particularly applies to 1 & 2. Concern about overshadowing from the south by Cricklade Court, which is only 2m away and 3 stories tall.

This would seem to block most of the light into the lounges of dwellings 7 & 8 in particular, and into bedrooms of 5 & 6. Leaves 5, 6, 7 & 8 in effect with only north facing windows.

Neighbours

10. 8 comments have been received from residents - Five from addresses in Church Road, one from Christ Church, one from an address in Belle Vue Road and one from Fitzroy Road.
11. Of these one is a comment and seven object to the proposal. The main planning reasons given for objection relate to: parking - more than one car parking space should be provided per property, occupiers must not be allowed to park on Belle Vue or Church Street, parking is poor in the Old Town area and people can't be expected to use public transport, occupiers of the dwellings should not be issued with permits; access to Church Road should be maintained at all times during construction; one of the buildings will be accessed from Church Road which may lead to congestion; Church Road should have marked parking bays allocated to occupiers of Church Road properties overlooking and loss of light; impact on the conservation area; disturbance and noise during construction; safety of the access; recognition that Church bells are regularly rung; views of Christ Church must not be compromised; the church car park must not be used to accommodate contractors or future occupiers of the development.

Conservation Officer

12. There are areas where the Conservation Officer disagrees with information contained within the submitted heritage statement. However, since the scheme was originally submitted a great deal of negotiation has occurred, resulting in submission of revised plans. The

revised plans secure betterment in terms of overall design and conservation considerations. Consequently no objection is raised subject to conditions relating to materials; details of doors and windows; details of the boundary treatment; details and position of service boxes; removal of permitted development rights where appropriate; historic building record to be completed.

Highways

13. On the revised plans: Consider the visibility splays now shown to comply with Manual for Streets MfS. There is still a shortfall in parking as noted in earlier comments, and insufficient information has been provided to justify this shortfall. However, if in considering the planning balance the proposed level of parking is deemed acceptable by the planning officer, therefore conditions are proposed.

Original comment: Object due to inadequate visibility splays, insufficient parking and likelihood of overspill activities onto the public highway prejudicing safety.

14. Concerns about cycle storage have been met in the revised submission. The parking fronting Little London is now considered acceptable (2 spaces not 3). The total parking provision on site of 12 spaces show a shortfall in provision of 2 spaces (11 are required for the dwellings and 3 visitor spaces).

Ecology

15. No objection subject to condition requiring the proposed mitigation measures to be implemented.

Contaminated Land Officer

16. No objection subject to condition.

Drainage

17. No objection subject to condition.

Archaeology

18. No objection subject to a condition to enable a programme of archaeological mitigation to be carried out in advance of the construction programme.

Historic England

19. Support the proposals which will preserve and enhance the character and appearance of the Swindon Old Town Conservation Area, and the setting of Christ Church, a Grade II* listed building by the renowned Victorian architect George Gilbert Scott. Particularly pleased to note the retention and conversion of the former stores building on Church Road, which is cited as originally having been a chapel in your Conservation Area Appraisal for the Old Town.

Natural England no comment.

Thames Water No objection.

Planning Considerations:

20. The main issues for consideration in determining this application are
- Principle of development
 - Impact on the conservation area
 - Impact on neighbouring properties
 - Highways/parking

Relevant Policy

21. In determining any planning application, special attention shall be paid to the desirability of preserving listed buildings and preserving or enhancing the character or appearance of conservation areas as set out in sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. In addition the submission must be determined against relevant policy including the

National Planning Policy Framework (NPPF 2012) and Swindon Borough Local Plan 2026 (SBLP).

22. The SBLP 2026 was formally adopted on 26 March 2015. Below is a list of the key policies relevant to this application:

Policy SD1: Sustainable Development Principles

Policy SD2: The Sustainable Development Strategy

Policy DE1: High Quality Design

Policy DE2: Sustainable Construction

EN10: Historic Environment & Heritage Assets

Policy TR2: Transport and Development

Policy EN4: Biodiversity and Geodiversity

23. Other Policy/ Guidance:

- Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment: English Heritage (2008)
- Historic environment Good Practice Advice Notes 2, and 3
- Swindon Old Town Conservation Area Appraisal

Principle of development

24. The site lies within the main built area of Swindon and is in a highly sustainable location that is accessible to local facilities. Consequently there is no in principle objection to development, provided that it accords with the adopted policies of the development plan. Special attention has to be paid to the desirability of preserving or enhancing the character or appearance of the Old Town Conservation Area.

25. To enable provision of sustainable development and support sustainable communities Local Plan policy SD1 sets out criteria which new development will be expected to comply. Of particular relevance to this application development should: be of high quality design; respect the

natural, built and historic environment; contribute to retention of jobs and growth of the local economy and complement Town Centre regeneration; be accessible by walking, cycling and/or public transport; and use land and resources in an efficient and effective way.

26. This site lies close to facilities in Old Town and is on a bus route. It is considered to be a sustainable location, accessible by various means of transport. Heritage aspects are considered below.

Heritage Asset

27. The main historic environment considerations include the effect of the proposed development upon the character and appearance of the conservation area and the effect upon the setting of heritage assets (listed buildings).

Conservation Area Appraisal

28. The site lies within the Old Town Conservation Area and there are several listed properties close to the site. To the east of the site, are several designated buildings including Christ Church a grade II* (two-starred) listed building and Churchward tomb (grade II) situated to the north-east of the chancel of the church. Anderson's Hostel a grade II listed range of later 19th Almshouses are situated just south of the church with its gable facing directly to Cricklade Road and further south along Cricklade Road is Villetts House a grade II* listed house dating from the early 18th Century.

29. The adopted conservation area appraisal (2008) summarises the special interest of the Old Town Conservation Area is derived from a number of architectural, historic and environmental factors including:

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- The area's archaeological interest - particularly from the prehistoric and Roman and Saxon period;
- The historic layout and street pattern dating from the 13th century;
- The early Victorian residential and commercial expansion of the town;
- The architectural and historic interest of the area's buildings, from the 17th century onwards;
- The prevalent use of local materials, notably locally quarried stone, red and blue brick;
- The area's street trees;
- Local features, especially historic boundary walls, and other architectural details that give the area its distinctive identity.

30. With reference to this site the appraisal states:
 “Cricklade Street, the continuation of the High Street and the principal road northwards out of Swindon Old Town, was turnpiked in 1755. Little London was a historic back-way containing several houses and cottages that led from the west end of Wood Street to Drove Road. It remains as a downhill route (its narrowness and curve indicates its historic origin) but retains only vestiges of its old buildings” further “Union Row and Albert Street are part of the c.1850's post-railway expansion of Swindon. Church Road is a later development (c.1890) connecting Cricklade Street to Union Row” _The appraisal also notes within the area of Little London that “A small vacant former chapel in Church Road is of local interest. Parts of the area, behind business and industrial premises have a neglected appearance.” The referred chapel (building D) is therefore deemed to be a non-designated heritage asset being as it has been “...identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.” (NPPF).

Heritage Significance of Site

31. The proposal site currently has a relatively open character and appearance. The main buildings are to the southern side, with the exception of the Chapel which is sited in the NW corner.
32. The character and appearance of the site is that of a workshop, commensurate with its use as a former builder's yard. Outside storage of materials took place. The buildings on the front of Cricklade Road were likely former cottages, later converted into the office/yard use for the builders with the larger single storey buildings extending from the rear. Whilst, according to the submitted Heritage Statement, they may be of "*low architectural quality*" that does not affect their character and the contribution it makes to the designated conservation area. The site is a reminder of the eclectic mix of the industries and uses within the wider Old Town Conservation Area.
33. The Chapel (a heritage asset situated in the NW corner of Little London and Church Road) has a simple vernacular appearance commensurate with religious buildings of this typology, its retention is important to the historic, cultural and social significance of the Conservation Area.
34. Further characteristics and features of the site relate to topography and the elevated nature of the site. The creation of Church Road which it extends from Union Row (1880-1900) which has had the fortunate effect of creating a view towards Christchurch. Whether this road development was a deliberate act to create this terminus it nonetheless positively contributes to its setting and the way the building is experienced.
35. The creation of Church Road (circa 1900) necessitated a substantial (stone) boundary wall to account for the change in topography. This wall is along

the southern side of Church Road which forms the north boundary of the proposal site. The wall extends around to the eastern boundary, also acting as a retaining wall. Albeit altered, appearing to have been increased in height by approximately a metre, this wall contributes positively to the areas character and appearance.

Impact of proposed development on designated Heritage assets

36. When the application was first submitted the Conservation Officer considered that the design of the proposed buildings was too overtly domestic, which detracted from the character of this part of the Conservation Area and the setting of listed buildings. Considerable negotiation has resulted in a scheme that better reflects the historic workshop character of the site. In particular the materials and openings have been amended and the building has been changed to an L shape form which keeps new building away from the Church Road boundary. Both Historic England and the Conservation Officer support the proposed development.
37. The proposed demolition of building 'A' would result in the loss of a building which whilst not of national significance (i.e. listed) contributes to the historic significance of the site. The proposed replacement is similar in appearance and is considered to preserve or enhancing the character or appearance of the Old Town Conservation Area.
38. Demolition building 'B' - Whilst these appear eclectic and ad hoc workshops, it is this and their traditional form demonstrating industry and site use which contributes to the special interest of the designated conservation area as a whole. The scheme for redevelopment originally submitted was more in the form of a homogenous residential mews. That response was considered to

detract from the simple, eclectic, ad hoc buildings that evolved on the site. The revised plans show a more imaginative approach to the design iteration through fenestration, planform, ridge height and rationalisation of materials.

Whilst the loss of existing buildings will change the appearance of the conservation area and may cause less than substantial harm, their replacement with buildings that reflect the character and appearance of the conservation area in a sympathetic manner will outweigh any harm caused. Furthermore, the development proposes to reduce ground levels by 500mm and this means that it is not possible to retain buildings on site, other than the Chapel. The development therefore accords with the NPPF paragraph 196.

Proposed conversion of building 'D' (former Chapel). The retention of this building is welcomed. The revised plans retain the character of the building as they no longer include dormer windows.

39. Railings are proposed to the frontages with Church Road and Cricklade Street. Other concerns relate to the proposed boundary treatments. Whilst railings are considered to be acceptable in principle, a condition should be attached requiring details of the railings to be approved prior to their installation.
40. To achieve the visibility splays it is necessary to move the existing wall along the frontage of the site with Cricklade Street back into the site. Whilst this will have an effect on the Conservation Area, the wall will be rebuilt in materials and to a height to match the existing. The rebuilding of the wall is required to provide a safe access to the site.
41. In accordance with paragraph 196 of the NPPF where development will result in less than substantial

harm to the significance of a designated heritage asset (in this case the Old Town Conservation Area) the harm should be weighed against the public benefits of the proposal. In this case the proposal is for a redevelopment of an existing underused site. The benefits of providing additional dwellings in a high quality development with a safe access is considered to outweigh the harm resulting from the loss of existing buildings on the site and alterations to the wall.

42. Special regard has been had to preserving or enhancing the character or appearance of the conservation areas. The revised scheme is considered to preserve the character and appearance of the conservation area, and complies with policy EN10 of the Local Plan and the NPPF. The scheme now before members is of a quality that will harmonise with the conservation area and will enhance the setting of the nearby listed buildings described above including Christchurch..

43. In considering applications for development environment Paragraph 127 of the NPPF, Policy DE1 and EN10 of the Local Plan set out criteria against which proposals should be assessed. In particular the building's setting, its character and particularly how the works affect the character and appearance of the surrounding heritage assets and how the works reinforce 'local distinctiveness.' The present condition of the site can be argued to have a harmful impact on the locality and the relevant designated heritage assets which the LPA has a duty to preserve or enhance. The benefits of this revised scheme achieves that and outweighs the less than substantial harm (at the low end of that scale) arising from the development. The scheme also secures the removal of an unsympathetic lawful use at the site – builders Yard and associated

activity - and provides enhancements and much need housing

Design

44. From an urban design perspective any proposal needs to address Policy DE1 of the Swindon Local Plan 2026 in light of the principles of Context & Character, Layout, Form, Function, Amenity & Quality of the Public Realm, it also needs to demonstrate high quality design as required in Local Plan policy SD1.

Residential Amenity

45. There are two aspects to residential amenity, the impact of the development on occupiers of existing properties, and the amenities of occupiers of the proposed properties.
46. The originally submitted scheme included a range of buildings on the northern side of the site. This is likely to have unacceptably affected light to occupiers of properties on Church Road. The revised plans keep new development to the south and west of the site. Two storey building is kept away from the northern boundary with the addition of the bin/cycle store adjoining apartments 11 and 12. Consequently the two storey element is a minimum 12.5 metres from the houses on Church Road, and this element has a pitched roof, sloping away from Church Road. The existing single storey prefabricated garage, which is on the boundary of the site would be demolished. The outlook from the properties on Church Road would change but an assessment of the impact on light indicates that whilst there may be some change to light to properties on Church Road this would not be material and would not warrant refusal of the application.

47. The Parish Council has raised concerns about both the proximity of the new building to Cricklade Court and whether the new dwellings would meet nationally described space standards.
48. Dwellings 5-8 back on to Cricklade Court (offices). There is currently 1.9m between Cricklade Court and the existing building on site. The new building would be about 2.4m from the rear wall of Cricklade Court. Units 5 and 6 are two storey dwellings. The kitchen downstairs and one of the bedrooms are single aspect and face Cricklade Court. The other bedroom and lounge are also single aspect and face towards Church Road (north). The lounge has a glazed door and 2 large windows (each window being the sized of the door). The main living accommodation will have adequate light. Units 7 and 8 are single storey and have dual aspect open plan kitchen/living areas. One of the bedrooms in these units is dual aspect (north and west), the other bedroom is single aspect and west facing). Whilst windows to the main living area in units 5-8 faces north there will be daylight into the rooms even if direct sunlight will not be available. Revised plans show the addition of rooflights to units 5, 6 and 8 to increase daylight to those units. Units 9-12 are east-west facing so will benefit from sunlight and daylight.
49. Concern has been expressed about whether the dwellings meet nationally described space standards (NDSS). Gross internal floor areas have been calculated. The NDSS does allow floor area to be included where ceiling height is less than 1.5m provided that area is used for storage.

Unit	Bed/person	No storey	NDSS (sq m)	actual
1	1b/2p	2	58	54
2	1b/2p	2	58	56
3	1b/1p	1	37	35
4	1b/1p	1	37	40
5	2b/3p	2	70	71
6	2b/3p	2	70	67
7	2b/3p	1	61	64
8	2b/3p	1	61	64
9	2b/3p	2	70	71
10	2b/3p	2	70	71
11	1b/2p	1	50	50
12	1b/2p	1	50	54

Units 1-3 and 6 are marginally smaller than the NDSS, however in each case they are within 5% of the standard. This is based on the information provided by the agent. Should permission be granted an informative should be attached confirming the size of the units.

50. It is considered that the proposed development would not have an unacceptable impact on the living conditions of existing or future occupiers.

Highways

51. Local residents have expressed concern about the proposed level of parking proposed on site. With regard to adopted car parking standards the site lies within sector 2, where parking is required on site. However the southern boundary of the application site is the boundary with sector 1 (where no on-site parking would be required). The Highways officer has indicated that the required parking provision on site has been calculated as 14 spaces, 11 for the dwellings and 3 visitor spaces. There are 12 car parking spaces proposed on site, which

equates to one space per dwelling. Whilst there is a shortfall of two car parking spaces on site it is considered that this would not be sufficient reason on its own to justify refusal of the application. Cycle storage is provided in accordance with policy. As the site lies outside sector 1, occupiers would not be granted a parking permit and an informative is proposed to make this point clear.

- 52. Revised plans show full visibility splays, these are achieved by moving the existing wall back into the site.
- 53. Conditions are proposed to would be appropriate to secure the visibility splays, parking spaces, cycle stores.

Other Issues

- 54. As the site is a former builders yard there is potential for contamination. The Contaminated Land Officer has recommended a condition is attached. An ecological survey has been submitted with the application which proposes inclusion of 12 bird boxes within the development. The Ecology officer considers that this represents adequate biodiversity gain and recommends a condition to secure the proposed mitigation. A drainage strategy has been submitted, following comments from the Lead Local Flood Authority.

Concluding Comments:

- 55. In consideration of this application special attention has to be paid to the desirability of preserving or enhancing the character or appearance of the Old Town Conservation Area. Whilst the loss of existing buildings and the alterations to the site would result in less than substantial harm to the Conservation Area, the benefits of providing housing and providing a viable use for the site are considered to be greater than the harm. The proposed development has been negotiated and now provides a sympathetic redevelopment of the site which reflects its

historic use and should make a positive contribution to the character of the area.

56. In terms of residential amenity 8 of the units meet or exceed nationally described space standards and the other 4 are within 5% of the standard. Whilst some of the units face north the design seeks to ensure that daylight is maximised. The proposed development would also not significantly affect the living conditions of occupiers of Church Road.

57. Although there is a very slight shortfall in parking provision on site, 12 spaces are proposed together with cycle storage and the site is in an accessible location within easy walking distance of most facilities, close to bus services and the station. The development includes ecological enhancements in the form of bird boxes and there is space on site for a reasonable level of landscaping.

Recommendation:

58. For the reasons set out above, officer's recommendation is that permission is granted subject to the following 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 the following drawings and information submitted with the application:

Drawings received 24th October 2019

100 rev A Site Location Plan
101 rev A Existing site plan
102 Existing building D
201 rev N Proposed site plan
202 rev G Proposed building D plots 1 & 2
205 rev H Proposed plots 6,7,8,9,10,11,12 plans
206 rev G Proposed plots 6,7,8,9,10,11,12 elevations
208 rev H street scenes
210 Existing building heights
211 rev B Cycle store
250 rev B Visibility
'Drainage Layout – Former Pope Brothers, 13 Cricklade Street – Issue 1, August 2019'
'Former Pope Brothers, 13 Cricklade Street – Maintenance Schedule received 18th September 2019

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

- 3) No works for the construction of the external walls of the buildings hereby approved shall commence until a sample panel of each of the walling materials has been constructed on site and have been inspected and approved in writing by the Local Planning Authority. The sample panels shall have a minimum size of 1m² for both the stone walling and brickwork and shall be constructed on site detailing the coursing, bond, method of pointing and mortar. The panels shall remain on site for the duration of the works. The external walls of the development shall be constructed to match the details on the sample panels.

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

- 4) No works for the construction of the external walls of the buildings hereby approved shall commence until samples for walling (not included in condition 4) and roofing shall be supplied and agreed in writing by the Local Planning Authority, works shall be undertaken in the approved materials.

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

- 5) No windows or doors shall be inserted into the buildings hereby approved until details, by way of a schedule, of all windows and doors has been submitted to and approved in writing by the Local Planning Authority. These details shall be drawn to a recognised metric scale and shall include method of opening, depth of reveal, materials and finish.

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

- 6) Notwithstanding the submitted details none of the dwellings hereby permitted shall be occupied until full details of all boundary treatments, including railings, have been submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be installed in accordance with the approved details prior to occupation of any of the dwellings. No boundary treatments other than those approved in writing by the Local Planning Authority shall be installed on site.

Reason: To manage the appearance of the development hereby permitted

- 7) Details of service boxes (i.e. electric/gas meter boxes), including siting, position, colour and design shall be submitted to and approved by the Local Planning Authority before they are installed on the buildings.

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

- 8) The buildings shall be constructed in strict accordance with the approved plans and details approved in writing and shall thereafter be maintained as such. Any replacement items (such as windows, rainwater goods) shall be undertaken in materials and details to match.

Reason: To manage and retain the agreed satisfactory appearance of the development and protect the character and appearance of the conservation area

- 9) Notwithstanding the provisions of classes A, B, C, D, E, G, H of Part 1 or classes A and C of Part 2 of schedule 2 of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) or any Order revoking and re-enacting that Order no porches, extensions, dormers, alteration to the roof, chimneys, outbuildings, boundary treatment, telecommunication equipment shall be constructed or installed on any of the houses and none of the units shall be painted externally without the grant of planning permission.

Reason: To maintain the character and appearance of the conservation area.

Note: The flats do not benefit from permitted development rights.

Reason: To manage and retain the agreed satisfactory appearance of the development and protect the character and appearance of the conservation area.

- 10) Historic Building Record to be completed to Level 1/2 as described in 'Understanding Historic Buildings - A Guide to Good Recording Practice'(Historic England, 2016) to be undertaken and approved by the LPA. Once agreed the record should be deposited to the

Wiltshire and Swindon History Centre and Swindon Library.

Reason: To provide a record of the historical significance of the site.

11) 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. 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 in accordance with Policy TR2 of Swindon Borough Local Plan 2026.

12) Prior to the occupation of the development hereby permitted, the vehicular access shall be laid out and constructed broadly in accordance with the approved plan the 201 REV N (Proposed Site Plan) and with the area of driveway within at least 5m of the carriageway edge of the public road surfaced in bound material, and shall be maintained thereafter.

Reason: To reduce potential highway impact by ensuring the access is suitably laid out and constructed in accordance with Policy TR2 of Swindon Borough Local Plan 2026

- 13) The dwellings hereby permitted shall not be occupied until ramps are put in place to the steps used to access the cycle storage areas, adjacent to Plot 2, in order to ensure safe and suitable access to the cycle storage facility is achieved, and thereafter maintained.

Reason: To promote and encourage sustainable transport and travel in accordance with Policy TR1 of Swindon Borough Local Plan 2026.

- 14) The proposed vehicular access shall not be brought into use until visibility splay lines have been provided in accordance with the submitted details, as shown on drawing numbered 201 REV N (at 2.4mx43m in both directions) with the area in advance of the splay lines cleared of all obstructions to visibility between 0.6m and 2.1m above the adjoining carriageway and thereafter be similarly maintained.

Reason: To ensure that adequate visibility is provided for the duration of the use and maintained in the interests of highway safety in accordance with Policy TR2 of Swindon Borough Local Plan 2026.

- 15) The buildings hereby permitted shall not be occupied until the vehicular parking and turning facilities have been provided in accordance with the submitted plan drawing no. 201 REV N, 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, in accordance with Policy TR2 of Swindon Borough Local Plan 2026.

- 16) Prior to the development being brought into use, details of electric vehicle 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 in accordance Policies TR1 and TR2 of Swindon Borough Local Plan 2026.

- 17) The development hereby permitted shall not be occupied until secure and sheltered cycle storage facilities for a minimum of 12 bicycles has been made available in accordance with details to be submitted to and approved in writing by the LPA in accordance with SBCs Parking Standards, and thereafter maintained.

Reason: To promote and encourage sustainable transport and travel in accordance with Policy TR1 of Swindon Borough Local Plan 2026.

- 18) No works for the construction of the dwellings shall commence until a surface water drainage scheme for the site, in accordance with the approved drainage strategy 'Drainage Layout – Former Pope Brothers, 13 Cricklade Street – Issue 1, August 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 ensure the proper planning of the drainage of the area

- 19) Development shall not be occupied until a surface water drainage maintenance scheme for the site, in accordance with the approved maintenance regime 'Former Pope Brothers, 13 Cricklade Street – Maintenance Schedule', 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 ensure the proper planning of the drainage of the area

- 20) No development shall take place until a site investigation of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any development begins. If any contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures before the properties are occupied.

If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.

Reason: To ensure any contamination of the site is identified and appropriately remediated to prevent pollution of the environment in the interests of amenity.

- 21) No works related to construction (including digging trenches) shall commence within the application site until:
- a) A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and

b) The approved programme of archaeological work has been carried out in accordance with the approved details.

Reason: To enable the recording of any matters of archaeological interest.

22) The works hereby permitted shall be undertaken in strict accordance with paragraphs 5.3-5.6 (inclusive) of the Ecology Report dated September 2018 ref C126/R1/v1

Reason to ensure that there is no loss of biodiversity or harm to protected species as a result of the development.

23) A total of 12 integrated bird boxes shall be provided in accordance with paragraph 6.2 of the Ecology Report dated September 2018 ref C126/R1/v1

Reason: To secure net biodiversity gain in accordance with policy EN4 of the Swindon Borough Local Plan and the National Planning Policy Framework (particularly para 175)

24) Prior to the commencement of construction works on site in connection with the development hereby permitted, a scheme of landscaping to include a planting schedule (including species, size and density of planting), method of planting (including details of tree pits) and time table of works, shall have first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented as per the approved timetable.

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.

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

Landscaping scheme and implementation

Informatives

1. Thames Water recommends that petrol / oil interceptors are fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
2. Public sewers may cross the site or be close to your development. If you discover a sewer, it's important that you minimize the risk of damage. Thames Water will need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services they provide in any other way. The applicant is advised to read Thames water's guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>.
3. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
4. You are advised that with the exception of disabled persons, no owner or occupier of any of the dwelling(s) hereby permitted shall be entitled to a permit that enables parking within any existing or future controlled parking zone designated by the Council.

5. Units and sizes

This permission is based on the understanding the occupancy of the dwellings will be:

Unit 1	1bedroom/2person
Unit 2	1bedroom/2person
Unit 3	1bedroom/1person
Unit 4	1bedroom/1person
Unit 5	2bedroom/3person
Unit 6	2bedroom/3person
Unit 7	2bedroom/3person
Unit 8	2bedroom/3person
Unit 9	2bedroom/3person
Unit 10	2bedroom/3person
Unit 11	1bedroom/2person
Unit 12	1bedroom/2person

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

7. 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/m². 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

8. 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.
HighwayAgreements@swindon.gov.uk