



COMMITTEE REPORT

Item Number: **Ward:** Mannington And Western
Application Number: S/19/1100/CHHO **Parish:**
 West Swindon

Proposal: Erection of 12no. dwellings and associated works.

Site Location: The Quadrant, Stonehill Green, Swindon

Case Officer: Charlotte Hopkins (chopkins@swindon.gov.uk)

Agent:
 Mrs Rebecca Robson
 Norton Mayfield Architects
 Unit 7, Harland Works
 John Street
 Sheffield
 S2 4QU

Applicant
 Mr S Pines

 Rotstone Developments Ltd
 45 Ashbourne Avenue
 London
 NW11 0DT

Officers Report

Background:

1. This application is brought before the Committee for consideration at the request of Councillor Exell due to concerns about parking provision, design and amenity.
2. The Quadrant is a 3 storey former office building which has recently been converted to residential by way of a prior approval application, for the change of use from Offices to 100 no. flats (S/PRIORC/16/0477).

Summary of Recommendation:

3. 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 amended, 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:

4. This application is for the erection of 12 no. dwellings and associated works. The dwellings would have 3 storeys and would be arranged in groups of 3 forming 4 separate blocks, sited either side of the existing pedestrian access to the site off Stonehill Green. The dwellings, which consist of 4no. 3 bedroom units and 8no. 4 bedroom units, would front into the site with gardens at the rear backing onto Stonehill Green. The layout as initially

proposed saw the dwellings fronting onto Stonehill Green with private gardens to the rear. Followings concerns raised during the course of the application, the layout has now been reversed with the dwellings fronting into the site and the gardens backing onto Stonehill Green.

5. Each dwelling would benefit from 2no. parking spaces provided to the front of each unit. Landscaping is also proposed to the front of each dwelling, with hedgerows, trees and planting. A 'verge' or 'landscape strip' is now proposed between the edge of the Stonehill Green carriageway and the rear property boundaries, with the intention to retain or depending on quality, replace the existing trees and shrubs within this verge, which currently provides a screening function and contributes positively to the visual amenities of the area.

The Site and Surroundings:

6. The proposal site is located within the Delta Key Employment Area as indicated on the Policies Map and includes the car park serving The Quadrant, a 3 storey former office building which has now been converted to residential. The site is bounded to the west by Stonehill Green, with an established row of trees along the boundary providing screening between the road and the former office building. Further west and to the south of the site, is a large residential area, with commercial premises located to the north and east within a business park.

Representations:

7. Neighbours:

Impartial observation – No.41 The Quadrant - Raises concerns over parking provision. Bike shed needs to be relocated.

8. West Swindon Parish Council: Concern raised over parking, noting the existing car park is already used to capacity, placing strain on parking in nearby streets. The scheme design should incorporate a hard boundary line to Stonehill Green to mitigate against rear pedestrian access. Concern around pressure on local road infrastructure. Suggest application should be considered in the context of CIL funding for off-site road improvement.

9. Highways: No highway objection, subject to Conditions.

10 Landscape: The revised submission is an improvement on its predecessor in that it is retaining some of the west side perimeter vegetation and is introducing more internal tree planting to the east side. It is important that a greater degree of detail is provided, before consent is granted, to show / agree exactly what is to be retained, how it is to be protected during construction. A fully detailed plan identifying exactly what is to be retained / removed, overlaid with the proposed plan (to include all proposed service runs) is required.

11. Arboricultural: No objection, subject to conditions. The successful integration of the development will be dependent upon the establishment of an appropriate landscape scheme that offers suitable replacement for the extensive vegetation that will be lost. A condition should be attached requiring the submission and agreement of a landscape scheme and the operational management programme necessary to ensure that it survives beyond its establishment period, particularly for the area that abuts Stonehill Green.

12. Drainage: Drainage Strategy required.

13. Thames Water: No objection based on information provided. Recommends informative to be added to the decision notice.

14. Crime Prevention Design Adviser: The boundary walls and fences should be to a minimum of 1.8 metres to ensure the safety of the residents and the security of the contents of the homes and the gardens.

15. North Wiltshire Swifts: Recommend the Council conditions the installation of 16 integral swift nest bricks in this development in clusters of 2 in each of the 8 east-facing gable ends.

Planning Considerations:

16. 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).

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

- Principle of residential development
- Design and Layout
- Amenity
- Access and Parking
- Trees and Landscape
- Other material planning issues including amenity issues not covered above, CIL and developer contributions
- Planning Balance and Conclusions

Planning Policy:

18. 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 of particular relevance:

section 2, 'Achieving Sustainable Development'
 section 5 'Delivering a Sufficient Supply of Homes'
 section 9 'Promoting Sustainable Transport'
 section 11 'Making Effective Use of Land'
 section 12 'Achieving Well-Designed Places'

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

- o SD1 'Sustainable Development Principles' sets out the development principles which underpin the local plan
- o SD2 'The Sustainable Development Strategy' aims to meet Swindon's development needs by concentrating development in the Swindon Urban area, whilst protecting the Borough's most important assets;
- o SD3 'Managing Development' seeks to take a positive approach to reflect the presumption in favour of sustainable development
- o DE1 'High Quality Design' seeks high standards of design for all development
- o HA1 'Mix Types and Density' advises that housing development should be design led and respect the character of the surrounding area

- o HA2 'Affordable Housing' seeks all developments of 15 homes or more, on sites larger than 0.5 hectares to provide 30% affordable housing
- o EN3 'Open Space' seeks development to provide or contribute towards public open space
- o EN4 'Biodiversity and Geodiversity' requires all development shall protect and enhance biodiversity
- o EN6 'Flood Risk' seeks to minimise the risk and impact of flooding
- o IN1 'Infrastructure Provision' seeks to ensure all new development makes a positive contribution to sustainable growth by mitigating its impacts upon infrastructure
- o TR1 'Sustainable Transport' seeks to reduce the need to travel and support and encourage the sustainable, safe and efficient movement of people
- o TR2 'Transport and Development' encourages sustainable travel and seeks to mitigate the impact of development and ensure that suitable parking provision is provided

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

Principle of Development:

21. The development strategy for the Borough is set out in Swindon Local Plan Policy SD2. This policy supports the key government objectives for sustainable development in the most accessible locations. The sustainable development strategy in Policy SD2 seeks to focus development on the Swindon urban area and urban extensions to Swindon. As the site is within Swindon's urban area, it is a location in which the principle of residential development is in accordance with the Local Plan.

22. Policy SD3 reflects the NPPF's presumption in favour of sustainable development and the need for a positive approach to considering development proposals. This means the Local Planning Authority will work jointly with applicants to find sustainable solutions enabling proposals to be approved wherever possible and to secure development that improves economic, social and environmental conditions, and promotes health and well-being, for those people living and working in Swindon Borough.

23. The site is within the Delta Key Employment Area and therefore Policy EC2 of the Local Plan is engaged. The general thrust of this policy is to protect the key employment areas for employment uses. However in this case, the alternative use of the site has been established through the prior approval change of use of The Quadrant from Office to Residential (S/PRIORC/16/0477). The established use through the prior approval is therefore a significant material consideration, which outweighs the loss of employment land at this location. Therefore it is agreed that Policy EC2 is not relevant in this case and residential is considered an acceptable use.

24. The NPPF at paragraph 117 and 118 outline the importance of planning policy in promoting the effective use of land in meeting housing need. This includes attributing 'substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs'. Paragraph 118 also supports the use of underutilised land and buildings especially if this would help meet identified need for housing, for example through converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure. The proposal seeks to deliver 12no. residential units on previously developed (brownfield land) which consists of the car parking area of the former

office development, to which substantial weight should be given in accord with the provisions of the NPPF.

25. The proposal will provide a mix of 3 and 4 bedroom family sized homes of appropriate density in accordance with Policy HA1 (Mix, Type and Density).

26. The principle of residential development on the site is established by the existing residential use of The Quadrant. Swindon Borough Council can currently only identify a housing land supply of 2.7 years against Local Plan targets, and this development will contribute to the shortfall. The site is considered to be a sustainable location for residential development, located within what is already a predominately residential area, bound by existing residential communities to the south and west and is well connected in terms of public transport and local facilities. The site is therefore considered an appropriate and sustainable location for residential development, in accordance with the NPPF and Local Plan Policies SD1 and SD2.

Design and Layout:

27. Swindon Local Plan Policy DE1 states that high standards of design will be required for all types of development. The adopted Residential Design Guide also requires high design standards as well as offered guidance on layout, context and character amongst other factors. The NPPF also promotes well-designed places.

28. The proposed building design is considered appropriate, being modern in appearance and constructed of contrasting brick tones with darker brick at ground floor, lighter brick above and grey vertical hung tile cladding to the second floor. This creates interest to the façade and corresponds with the predominant use of brick to residential properties in the vicinity. The proposed 3 storey dwellings will be similar in scale to the residential development to the north west of the site, which also backs on to Stonehill Green.

29. The proposed layout retains pedestrian permeability through the site from Stonehill Green, with vehicular access of Bentham Close as existing. Whilst a layout has been explored with the dwellings fronting onto Stonehill Green providing an active street frontage, such arrangement has not been found favourable as this would increase the amount of vegetation to be removed, with limited space for replacement planting. A revised layout is now presented with the dwellings fronting into the site and the rear gardens backing onto Stonehill Green, creating a verge between the carriageway of Stonehill Green and the rear boundaries of the dwellings. The intention is to retain or depending on quality, replace the existing trees and shrubs within this verge. This enables a level of screening provided by the vegetation, which contributes positively to the visual amenities of the area. As the surrounding residential development does not front on to Stonehill Green, the proposed layout with the dwellings facing into the site would not appear out of context with this.

30. Although the former office building has now been converted to residential, it still has the appearance of a large commercial building creating a somewhat unusual relationship between this and the proposed new dwellings. This has been considered in the design of the scheme, through setting the dwellings back into the plot with driveways to the front, allowing for landscaping and tree planting to the front of the dwellings to provide relief from the elevation of the existing Quadrant building and car parking area serving the apartments. This layout enables private garden areas to be provided to the rear of the dwellings, which back onto Stonehill Green.

31. The proposal accords with the design criteria set out within chapter 12 of the NPPF - achieving well designed places and Chapter 11, making effective use of land, Policy DE1 of adopted Local Plan and the Swindon Residential Design Guide.

Amenity:

32. The NPPF at paragraph 127 requires developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users. Policy DE1 of the Swindon Local Plan requires consideration of amenity in terms of light, privacy, outlook, noise, disturbance, smell, pollution and space when considering development proposals.

33. The future residents of the development would benefit from suitable amenity levels in terms of internal and external space, privacy, outlook and access to light. Each dwelling would meet or exceed the nationally described space standards for housing as set out within the Residential Design Guide. Each dwelling would also benefit from an adequately sized private garden space. With regard to residential amenity the development is compliant with Policy DE1 of the adopted Swindon Borough Local Plan, the Residential Design Guide and the NPPF.

34. There would be a separation distance of 21 metres between the proposed new dwellings and the closest windows serving the apartments in The Quadrant, with a separation distance of 23+ metres to the dwellings located on the opposite side of Stonehill Green to the west of the site. Considering these separation distances, the proposal will not create an unacceptable impact with regards to overlooking or loss of privacy to existing residential properties, nor will it create unacceptable loss of light. The proposal therefore would not create adverse harm to the amenity of surrounding residential properties, in accordance with Policy DE1 of the Local Plan, the Residential Design Guide and the NPPF.

Access and Parking:

35. Policy TR2 of the Local Plan requires new development should be located and designed to reduce the need to travel and to encourage the use of sustainable transport alternatives. The site is located within the area of West Swindon, close to residential and commercial properties and benefits from pedestrian access from Stonehill Green and vehicle access from Bentham Close. Public transport is accessed within close proximity from Mead Way.

36. Policy TR2 also requires that proposal must provide access that is appropriate to the scale, type and location without detriment to highway safety and local amenity and should provide parking provision in accordance with the Council's adopted parking standards. The 12 dwellings are proposed within the existing site of a recently converted office building into flats which contains 225 parking spaces currently (as shown on drawing no. 1849-NMA-XX-ZZ-DR-B-00002 Existing Block Plan). The existing parking provision to serve the flats, is above the minimum requirements for parking provision as set by SBC's Parking Standards. As shown within the 'Design and Access Statement' submitted, the car parking analysis table shows the total spaces required for the existing flats are 168. This shows 1 space per 1 bedroom flat, 2 spaces per 2 bedroom flat, with visitor spaces at 1 per 5 units (20 spaces) and 6% for disabled spaces (10 spaces).

37. The proposed scheme will reduce the number of parking spaces available for the flats by 66, however 9 additional spaces are proposed for the apartments to the east of the site,

therefore the total potential reduction in parking spaces is 57. The required number of 168 parking spaces for the apartments is delivered, in accordance with SBCs Parking Standards.

38. 24no. additional parking spaces are proposed to the rear of the new dwellings, with 2no. spaces provided per dwelling in accordance with SBC's Parking Standards. Although the revised plans do not show any visitor spaces to be incorporated within the site to serve the 12 new dwellings, there is deemed to be sufficient room within the site of the Quadrant to accommodate the recommended 3 visitor parking spaces for the dwellings, therefore the proposal is not deemed cause a detrimental impact onto the highway. Sufficient space is available to accommodate secure cycle parking facilities on each plot and this element can be covered by condition.

39. Highways require that an aisle width of 6 metres is provided between the parking bays serving the new dwellings and those serving The Quadrant to ensure adequate space is provided for parking and manoeuvrability. This separation has now been demonstrated on revised drawing 1849-NMA-XX-ZZ-DR-A-00002 Rev 5 Proposed Block Plan.

40. The Local Highway Authority raise no objection, subject to conditions to secure the proposed parking and the submission of a construction management plan prior to the commencement of development on site. The proposal has therefore demonstrated compliance with Policy TR1, TR2 and the adopted Parking Standards.

Trees and Landscape:

41. The western boundary of the site bordering Stonehill Green consists of a belt of established vegetation, planted as part of the original landscape scheme to soften the visual impact of the office complex. The trees on site afford significant visual amenity to the surrounding area.

42. The layout and orientation of the proposed dwellings has been amended since the initial scheme, with the dwellings now fronting on to the car park with their rear gardens backing on to Stonehill Green. The layout of the site is such that there is now a proposed verge between the Stonehill Green carriageway and the rear property boundaries. The Tree and Landscape Statement confirms an intention to retain or, depending on quality, replace the existing trees and shrubs within this verge, however to accommodate the scheme, the existing vegetation would largely be lost with 44no. trees proposed to be removed out of a total of 50. The successful integration of the development will be dependent upon the establishment of an appropriate landscape scheme that offers suitable replacement for the extensive vegetation that will be lost.

43. The Councils Arboricultural Officer has confirmed that the proposal is now satisfactory subject to the imposition of a condition requiring a detailed arboricultural method statement (AMS) and tree protection plan is submitted to and approved in writing by the Local Planning Authority prior to the commencement of works, together with a landscape scheme that offers suitable replacement planting for the extensive vegetation that will be lost.

44. The Landscape Officer acknowledges the improvement of the revised submission which allows for some of the west side perimeter vegetation along Stonehill Green to be retained and introduces more internal tree planting to the east side. A greater degree of detail is required to show / agree exactly what is to be retained, how it is to be protected during

construction. This element can be covered by condition as above.

Ecology

45. Policy EN4 of the Local Plan requires all development shall protect and enhance biodiversity and provide net biodiversity gain. Where this is demonstrably not achievable, mitigation and compensation measures will be agreed. A condition will be imposed that a plan showing the location of bird and bat boxes/bricks to be installed to achieve biodiversity gain, is submitted to the Local Planning Authority for approval.

Other Matters:

Affordable Housing:

46. Policy HA2 of the Swindon Borough Local Plan requires affordable housing is sought on site at a ratio of 30% on all suitable sites proposed for development that comprise 15 or more dwellings or sites of 0.5 hectares or more. The threshold is not met in this case, therefore affordable housing contributions are not sought on this application.

Infrastructure Requirements:

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

48. 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.

49. The development is located within the Council's adopted CIL Charging Schedule 6th April 2015 Residential Zone 2. The standard CIL rate as set out in the adopted CIL Charging Schedule do not reflect the rates that would be chargeable as these are index linked annually on the 1st January in any given year. An informative will be added to the decision notice advising that the development is CIL liable development.

Open Space:

50. Policy EN3 of the adopted Swindon Borough Local Plan details a requirement for residential development to provide or contribute towards public open space in line with open space standards set out in appendix 3 of the Local Plan.

51. Given the location of the scheme, it is not possible to secure provision of any type of open space on site, therefore consideration needs to be given to the need to secure off-site contributions instead to mitigate the impact of the development in order to make it acceptable in planning terms. To assist in assessment, the requirements of Appendix 3 have been converted into a calculator that generates the open space requirement by proposal and, how that would translate into potential off-site contributions, where on-site

provision is not deliverable.

52. This proposal would generate the following contributions:

Contribution	Amount
Off-site Formal Play Facilities (e.g. LEAP/NEAP)	£9,246.58
Off-site Local Open Space	£11,057.24
Off-site Major Open Space	£3,371.46
Off-site Outdoor Sports Facilities	£7,748.64
Allotments	£9,910.05
<i>TOTAL Combined</i>	£41,333.98

53. These figures have been agreed and are to be secured by way of a S106 agreement.

54. No highway related contributions have been deemed applicable.

Other Considerations:

55. Following concerns that the proposal would result in the loss of the existing cycle parking store serving the residential apartments in The Quadrant, the revised block plan (P5) indicates a location for a replacement cycle store close to the front entrance of The Quadrant. The proposed siting of the cycle store provides an accessible location which benefits from good natural surveillance.

Planning Balance and Conclusions:

56. The NPPF directs LPAs to apply the presumption in favour of sustainable development and to approve development in accordance with an up-to-date development plan without delay. The site is sustainably located within Swindon's urban area where there is a presumption in favour of development and is previously developed 'brownfield' land. Although the site falls within a key employment area, the alternative use has been established through the prior approval change of use of The Quadrant from Office to Residential. The established use through the prior approval is therefore a significant material consideration, which outweighs the loss of employment land at this location. The principle of development is, therefore, established and in this respect the scheme is compliant with the Swindon Borough Local Plan and the provisions of the NPPF.

57. The provision of 12 additional dwellings is a material consideration in the proposals favour in the context of a lack of a demonstrable five year housing supply in the Borough.

58. It is considered that the scheme responds to a series of constraints on and around the site. These constraints have inevitably dictated the form of development which has been designed to respect and mitigate them. The development provides an acceptable scheme with a layout that improves on the previous scheme, and provides for a good quality living environment whilst not unacceptably harming the amenity of existing residential properties. It is noted that a large number of non-protected trees along the western boundary with Stonehill Green will be lost to development, which is regrettable, but inevitable if the scheme is to be delivered. Mitigation is provided in the form of a 'verge' or 'landscape strip' between the carriageway of Stonehill Green and the rear boundaries of the properties which allows

for some of the better quality trees to be retained and others replaced with suitable species, to be agreed in a landscaping scheme via condition. Additional tree planting is also proposed within the site to the front of the new dwellings. The proposal is acceptable in highways terms with adequate parking demonstrated.

59. Applying the presumption in favour of sustainable development in accordance with the Local Plan, and taking into account the facts that the main concerns can either be justified or acceptably mitigated, 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 conditions and the obligations set out above.

Recommendation

60. 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 amended, 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. Time Limit

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. Approved drawings

This approval shall be in respect of the following drawings and supporting information received by the Local Planning Authority:

Design and Access Statement received 08th August 2019

1849-NMA-XX-ZZ-DR-B-00001 Rev P3 Location Plan
 1849-NMA-00-ZZ-DR-A-00201 Rev P2 Proposed Elevations
 1849-NMA-00-ZZ-DR-A-00202 Rev P2 Proposed Elevations
 1849-NMA-00-01-DR-A-00100 Rev P4 Proposed First Floor
 1849-NMA-00-02-DR-A-00100 Rev P4 Proposed Second Floor
 1849-NMA-00-RF-DR-A-00100 Rev P4 Proposed Roof Plan
 1849-NMA-XX-ZZ-DR-A-00700 Rev P3 Proposed Views
 1849-NMA-00-ZZ-DR-A-00301 Rev P2 Section AA
 1849-NMA-00-ZZ-DR-A-00302 Rev P3 Section BB
 Landscaping and Tree Statement
 all received 29th November 2019

1849-NMA-XX-ZZ-DR-B-00002 Rev P4 Existing Block Plan
 1849-NMA-00-00-DR-A-00100 Rev P5 Proposed Ground Floor
 all received 8th January 2020

1849-NMA-XX-ZZ-DR-A-00002 Rev P5 Proposed Block Plan

1849-NMA-00-ZZ-DR-A-00003 Rev P6 Proposed Site Plan

all received 10th January 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. External Facing Materials

Prior to the commencement of above ground works on site in connection with the development hereby permitted, full 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 in accordance with these approved details.

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

4. Arboricultural Method Statement and Tree Protection

Prior to the commencement of works on site in connection with the development hereby permitted, a detailed Arboricultural Method Statement (AMS) and tree protection plan for the protection of the retained trees, in accordance with BS5837: 2012, shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be implemented in strict accordance with the approved details.

Reason: To ensure that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality.

5. Landscaping

Prior to the commencement of works on site in connection with the development hereby permitted, a scheme of landscaping to include a planting schedule and time table of works, together with an operational management programme necessary to ensure that it survives beyond its establishment period, shall have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the positions, species and crown spread of all existing trees and hedgerows on the land, detailing those to be retained, together with measures for their protection during development. 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

6. Slab Levels

Prior to the commencement of works on site in connection with the development hereby permitted, details of the proposed slab levels of the buildings in relation to the existing and proposed levels of the site and the surrounding land shall have first been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall be constructed in accordance with the approved slab levels.

Reason: To ensure the details and appearance of the development is acceptable

7. Ecology - Bat Boxes

Prior to the occupation of the dwellings hereby permitted, a scheme detailing the location of

bat boxes on retained trees and built-in bat boxes on the new houses within the site shall have first been submitted to and approved in writing by the Local Planning Authority. The bat boxes shall be incorporated and installed in accordance with the approved details.

Reason: To achieve net biodiversity gain.

8. Ecology - Bird Bricks

Prior to the occupation of the dwellings hereby permitted, a scheme detailing the location of bird boxes on retained trees and built-in bird bricks on the new houses within the site shall have first been submitted to and approved in writing by the Local Planning Authority. The bird boxes shall be incorporated and installed in accordance with the approved details.

Reason: To achieve net biodiversity gain.

9. Ecology - Management Plan

Prior to the occupation of the dwellings hereby permitted, a site wide Landscape and Ecology Management Plan (LEMP) shall have first been submitted to and approved in writing by the Local Planning Authority. The LEMP should include proposals for annual inspection, cleaning and replacement as necessary of all bird and bat boxes.

Reason: To achieve net biodiversity gain

10. Surface Water Drainage Scheme

Development shall not begin until a surface water drainage scheme for the site 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:

- o 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, as part of the wider development;
- o 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;
- o Detailed drainage plan showing the location of the proposed SuDS and drainage network with exceedance flow routes clearly identified;
- o Details to demonstrate the SuDS Scheme has been designed in accordance with best practice guidance including the latest SuDS Manual C753;
- o Manhole Schedules;
- o 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;
- o Details of how the scheme shall be maintained and managed after completion;
- o 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.

11. Surface Water Drainage Maintenance Scheme

Development shall not begin until a surface water drainage maintenance scheme for the site 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.

12. Parking

The development hereby permitted shall not be occupied until the vehicular parking facilities have been provided in accordance with the submitted plan drawing no.s

1849-NMA-00-ZZ-DR-A-00003 Rev 6 and 1849-NMA-XX-ZZ-DR-A-00002 Rev 5 and those facilities shall be maintained available for those purposes thereafter.

Reason: To ensure that satisfactory provision is made for vehicles to be parked off the highway at all times.

13. Construction Management Plan

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

14. Cycle Storage

The dwellings hereby permitted shall not be occupied until secure and sheltered cycle storage facilities for a minimum of 1 bicycle per dwelling have been made available in accordance with SBCs Parking Standards, and thereafter maintained.

Reason: To promote and encourage sustainable transport and travel

15. Waste and Recycling Arrangements

Prior to the first occupation of the development hereby permitted, full details of the refuse collection arrangement shall have first been submitted to and approved in writing by the Local Planning Authority. The approved collection arrangement shall thereafter be implemented and maintained in its approved form for as long as the development remains on site.

Reason: In the interest of amenity.

16. Boundary Treatment

Prior to the occupation of the dwellings hereby permitted, a plan indicating the positions, design, materials and type of boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be implemented and retained in their approved form for as long as the development hereby permitted remains on site.

Reason: In the interests of the amenities of the area.

17. Construction Hours

Construction work associated with the development hereby permitted shall only take place

between 08:00 - 18:00 Monday - Friday and 08:00 - 13:00 on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of amenity.

18. Removal of Permitted Development

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking and re-enacting that Order no development comprising the rear extension or enlargement to the rear of any of the dwellings on the site falling within Schedule 2, Part 1, Class A of the Order shall be carried out without express planning permission of the Local Planning Authority.

Reason: To prevent an over development of the site in an unacceptable manner to ensure adequate garden sizes and the protection of landscaping.

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 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.

2. Wheel washing

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.

3. 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.

http://www.swindon.gov.uk/info/20031/roads_parking_and_transport/321/apply_for_street_name_or_number

4. Thames Water

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.

5. Fire Safety

In the interests of safety, the applicant is recommended to incorporate fire prevention measures within the development, such as sprinkler systems. Further advice can be obtained from Wiltshire Fire Brigade by visiting www.wfb.org.uk

End of Report