

Swindon Borough Council

Planning Committee

Tuesday, 12 April 2016

Council Chamber, Civic Offices

At 5.30 p.m.

Conservative Councillors

*Colin Lovell
Vera Tomlinson
Nick Martin
Alan Bishop
Kevin Parry
Eric Shaw
Cathy Martyn
Timothy Swinyard*

Labour Councillors

*Abdul Amin
John Ballman
Teresa Page
Peter Watts
Paul Baker
Steph Exell*

Liberal Democrat Councillors

Stan Pajak

(Copy to all other Members of the Council – For Information)

Committee Officer: Iain Tucker (Telephone 01793 463605)
email: itucker@swindon.gov.uk

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

PLEASE NOTE: AN ADDITIONAL INFORMATION SHEET CONTAINING ANY INFORMATION RECEIVED AFTER PUBLICATION OF THIS AGENDA WILL BE PLACED IN COUNCILLORS' PIGEONHOLES FOR DELIVERY ON THE FRIDAY IMMEDIATELY BEFORE THE MEETING.

PUBLIC COPIES OF THE ADDITIONAL INFORMATION SHEET WILL BE AVAILABLE ON THE COUNCIL'S WEBSITE AND FROM APPROXIMATELY 5.30 PM IN THE COUNCIL CHAMBER.ON THE DAY OF THE MEETING

AGENDA

1. Apologies for Absence

2. Declarations of Interest

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

3. Minutes (Pages 1 - 3)

To receive the minutes of the meeting held on 8th March 2016

4. Public Question Time

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

5. Determination of Planning and Related Applications (Pages 4 - 6)

6. S/16/0066/TB Change of use from Class C3 (dwellinghouse) to Class C2 (Residential Institution), erection of single storey and two storey rear extensions and erection of a studio/workshop and associated works.243 Marlborough Road, Swindon (Pages 7 - 22)

7. S/OUT/15/1338/HC Outline application for the demolition of 3no. existing dwellings and the erection of up to 10no. dwellings and associated works (All matters reserved).Land At Clevedon House, 29 Woodland View, Wroughton (Pages 23 - 43)

8. S/15/1919/JROD Retention and extension of existing dwelling Brooklyn Lodge , Broad Bush, Blunsdon (Pages 44 - 56)

9. S/15/1950/JROD Erection of 4no. detached dwellings and associated works Land Adjacent To, 1 Kingsdown Lane, Blunsdon (Pages 57 - 80)

10. S/15/1839/JROD Demolition of existing dwelling and erection of 6no. apartments and associated works. Land Adjacent To New Inn, Swindon Road, Stratton St Margaret (Pages 81 - 95)

11. S/15/1580/JROD Erection of 3no. dwellings and associated works Land To The Rear Of 1, 1A And 2 Wildern Square, Kingsdown, Swindon (Pages 96 - 110)

12. S/16/0248/HECO Erection of a two storey side extension 1 John Herring Crescent, Stratton St Margaret, Swindon (Pages 111 - 117)

13. Proposed response to consultation on implementation of planning changes in the Housing and Planning Bill (Pages 118 - 126)

14. Proposed Changes to the National Planning Policy Framework and Recommendations of the Local Plan Expert Group Report (Pages 127 - 134)

15. Local Development Order Updates (Pages 135 - 152)

16. New Eastern Villages (NEV) Framework Travel Plan Draft Supplementary Planning Document (SPD) (Pages 153 - 193)

17. Draft Sustainable Drainage Systems Vision for the New Eastern Villages Supplementary Planning Document (SPD) (Pages 194 - 286)

Date of Despatch: 04 April 2016

Key:

Officers:

HPRS&H - Head of Planning, Regulatory Services and Heritage

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

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

Questions in writing should be sent to the Committee Officer whose contact details appear on the agenda above or to the Director of Law and Democratic Services, we will publish it, along with the answer, alongside the Minutes. The process associated with asking a public question is set out in the "Public Question Time at Council Meetings Protocol and Guidance" available on the Council's Website.

(<http://www5.swindon.gov.uk/moderngov/ecCatDisplay.aspx?sch=doc&cat=13338&path=0>) or from the Committee Officer named above.

Access Arrangements – *The Venue is wheelchair accessible and an infrared receiver hearing system is provided. If you would wish to attend the meeting but have any special requirement to enable you to do so please contact the Committee Officer above, as soon as possible prior to the date of the meeting.*

If you would like to receive any of the pages contained in this agenda in a larger print size please contact the Committee Officer whose name appears on the first page of this agenda.

WELCOME TO THE PLANNING COMMITTEE OF SWINDON BOROUGH COUNCIL

NEW GUIDELINES - PLEASE READ

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

- 1. THE COMMITTEE CHAIR CALLS THE ITEM**
- 2. PLANNING OFFICER PRESENTS THE APPLICATION**
- 3. WARD COUNCILLORS MAY SPEAK**
- 4. APPLICANTS AND/OR AGENT (5 MINUTES MAXIMUM IN TOTAL) WHO HAVE NOTIFIED THEIR INTENTION TO SPEAK ON THE ITEM TO THE COMMITTEE CLERK BY 12 NOON THE DAY BEFORE THE MEETING.**
- 5. PUBLIC SPEAKERS (INCLUDING PARISH COUNCIL)- WHO HAVE NOTIFIED THEIR INTENTION TO SPEAK ON THE ITEM TO THE COMMITTEE CLERK BY 12 NOON THE DAY BEFORE THE MEETING.**

(MAXIMUM 5 MINUTES EACH UP TO 2 SPEAKERS, IF MORE THAN 2 THEN MAXIMUM 10 MINUTES TOTAL SPEAKING TIME FOR ALL SPEAKERS)
- 6. COUNCILLORS WHO HAVE DECLARED PERSONAL OR PREJUDICIAL INTERESTS MAY SPEAK**
- 7. MEMBER ONLY DISCUSSION, INCLUDING ANY FURTHER QUESTIONS TO OFFICERS OR ANYONE ELSE WHO HAS SPOKEN**
- 8. A PLANNING OFFICER WILL CLOSE THE ITEM BY COMMENTING ON ISSUES RAISED BY MEMBERS**
- 9. VOTE**
- 10. CHAIR BRIEFLY EXPLAINS DECISION IF NECESSARY**
- 11. NEXT BUSINESS**

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

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

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

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

PLANNING COMMITTEE

TUESDAY, 8 MARCH 2016

PRESENT: - Councillors Colin Lovell (Chair), Abdul Amin, John Ballman, Colin Lovell (Chair), Teresa Page, Vera Tomlinson, Peter Watts, Nick Martin, Alan Bishop, Paul Baker, Kevin Parry, Eric Shaw, Cathy Martyn, Stan Pajak, Timothy Swinyard and Steph Exell.

105. Declarations of Interest

The Chair asked Councillors to declare any interests in respect of the applications on the agenda. No such declarations were made.

106. Minutes

Resolved – That the minutes of the meeting held on 9th February, be confirmed and signed.

107. Public Question Time

Jo Heaven, a trader at Swindon's tented market asked a series of questions concerning the imminent closure of Swindon's tented market, and the offer made to traders of shops in the town centre as replacements for their pitches in the market. Councillors Toby Elliot and Nick Martin, supported by the Council's Head of Planning, Regulatory Services and Heritage and the Service Manager, Development Management responded to Ms Heaven's questions at the meeting.

108. Determination of Planning and Related Applications

The Committee considered: -

- (a) Applications for permission to develop;
- (b) Recommendations of the Head of Planning, Regulatory Services and Heritage;
- (c) The views of interested persons set out in the reports circulated with the Committee Agenda;
- (d) The comments of Councillors Nadine Watts and Claire Ellis in respect of application numbered S/15/1885.
- (e) The comments of Councillor Keith Williams in respect of application numbered S/RES/15/1280.
- (f) The comments of the following interested persons:-

<u>App No.</u>	<u>Name</u>	<u>Address/Organisation</u>
S/15/1885	Mark Leigh Smith	Applicant
	Colin Doubleday	Pipers Area Residents Association
	Jane Milner-Barry	45 St Margaret's Road
	Mr Powell	Local resident
	Alan Howell	7 House Gardens

S/15/1942	Mark Coxwell James Purvis	Agent Owner of premises
S/15/2105	Stephen Gamper	Agent
S/LBC/15/2106	Stephen Gamper	Agent
S/15/1447	Mark McDermott Emma Hutchins Louise Marsh	Applicant Applicant Kingsdown Lane

Resolved – (1) That the Head of Planning, Regulatory Services and Heritage be authorised to grant planning permission in respect of application numbered S/15/1885 upon the completion of a planning obligation to ensure tenants of the property do not own or use cars and subject to the conditions set out in the report with the removal of the condition relating to personal permission.

(2) That the reserved matters be approved in respect of application numbered S/RES/15/1280

(3) That permission be granted in respect of application numbered S/15/1942 subject to the conditions listed in the Committee report.

(4) That, in respect of applications numbered S/15/2105 and S/LBC/15/2106; (a) the applications be deferred to enable further negotiations and investigations to take place, (b) in the event that officers' concerns are satisfactorily addressed, the Head of Planning, Regulatory Services and Heritage be authorised to grant planning permission and listed building consent in respect of the applications subject to appropriate conditions and (c) in the event that agreement cannot be reached the applications be brought back to a future meeting of this Committee for determination.

(5) That permission be granted in respect of application numbered S/15/1447 subject to the conditions listed in the Committee report.

109. New Eastern Villages Planning Obligations Draft Supplementary Planning Document (SPD)

On consideration of a report of the Head of Planning, Regulatory Services and Heritage (a) updating the Committee on the preparation of the New Eastern Villages (NEV) Planning Obligations Draft Supplementary Planning Document (dSPD) and (b) seeking the Committee's approval for public consultation on the dSPD, and the accompanying update to the Infrastructure Delivery Plan (IDP) as it relates to the NEV and (c) the comments of Councillors Bennett and Elliot:

Resolved – (1) That: a six week period be agreed for public consultation for the NEV Planning Obligations dSPD (attached at Appendix 1 to the report), and the accompanying update to the Infrastructure Delivery Plan (IDP) as relates to the NEV (attached at Appendix 2 to the report) to be commenced as soon as is reasonably practical and, in accordance with the arrangements set out in paragraph 2.12 of the report.

(2) That the Head of Planning, Regulatory Services and Heritage, in consultation with the Director of Law and Democratic Services be authorised to make

minor changes to the content of the documents referred to in (1) above, if required, prior to carrying out the public consultation.

Determination of Planning and related Applications

Planning Committee

Date: 12th April 2016

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

1. Purpose and Reasons

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

2. Recommendations

The Committee is recommended to:

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

3. Alternative Options

- 3.1 The Committee could choose not to determine the Planning applications

4. Implications, Diversity Impact Assessment and Risk Management

Financial and Procurement Implications

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

Legal and Human Rights Implications

- 4.2 There are no staffing implications. No comments have been received from relevant trade unions, unless specified in the attached schedule.
- 4.3 Human Rights considerations have been taken into account in compiling the reports. It is considered that the recommendations of the reports are compatible with Convention rights and that in accordance with the principle of proportionality any interference with the Convention rights of individuals is justified by the overall benefit to the community.

5. Appendices

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

Further information on the subject of this report can be obtained from Iain Tucker, Direct Dial Telephone Number, (01793) 463605, itucker@swindon.gov.uk.

Determination of Planning and related Applications

Planning Committee

Date: 12th April 2016

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

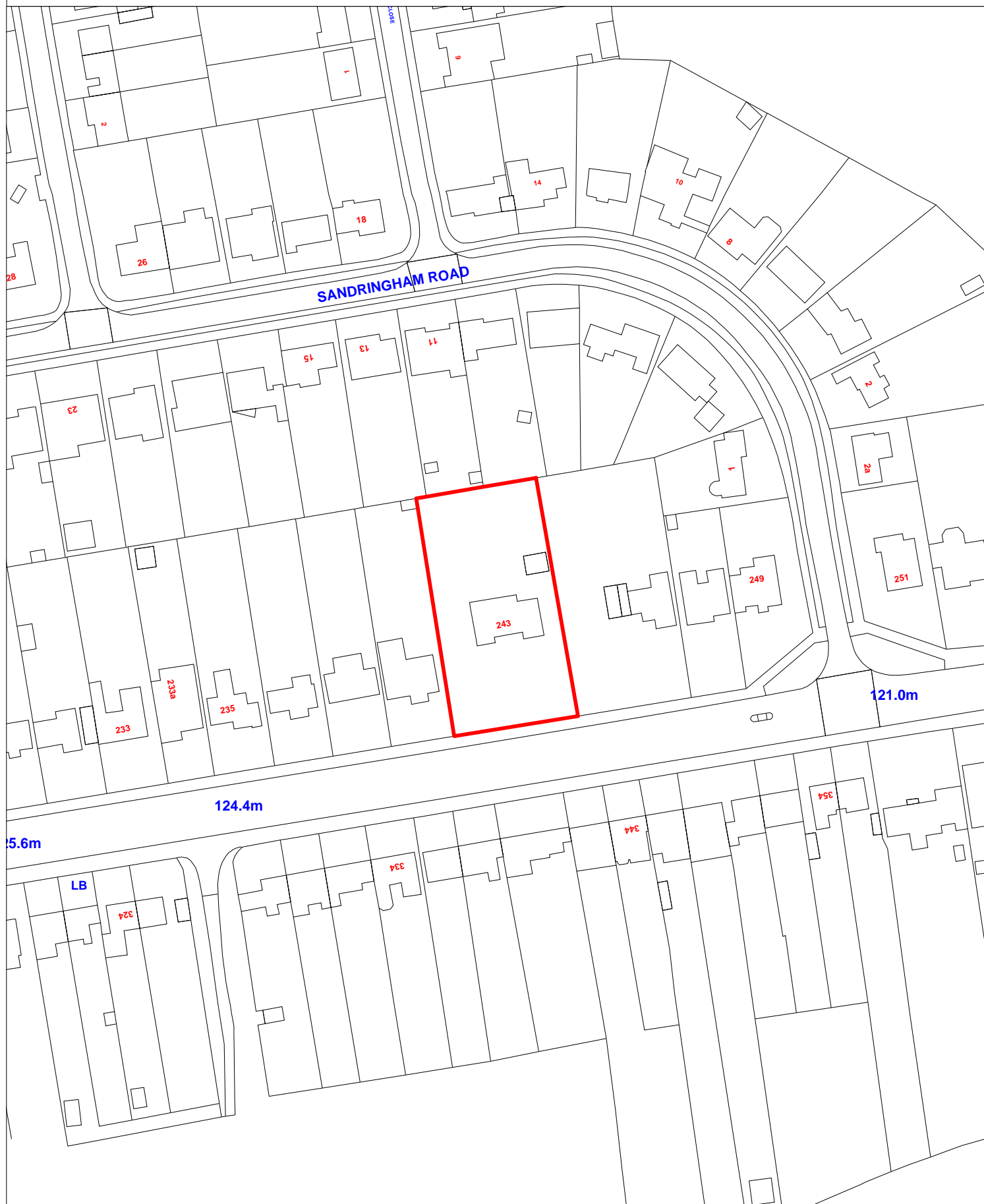
APPENDIX 1

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

1. The approved Development Plan, consisting of
 - Swindon Borough Local Plan 2026, (2015), and the Swindon Borough Local Plan 2026 Policies Map (2015)
 - Wiltshire and Swindon Minerals Core Strategy, (2009)
 - Wiltshire and Swindon Minerals Development Control Policies DPD (2009)
 - Wiltshire and Swindon Aggregate Minerals Site Allocations Local Plan, (2013)
 - Wiltshire and Swindon Waste Core Strategy, (2009)
 - Wiltshire and Swindon Waste Development Control Policies DPD, (2009)
 - Wiltshire and Swindon Waste Site Allocations Local Plan, (2013)
 - Swindon Central Area Action Plan, (2009)
2. Adopted Supplementary Planning Guidance Notes, Supplementary Planning Documents and Development Control Guidance Notes
3. The National Planning Policy Framework, (2012); and policy statements, guidance and DCLG circulars that support the National Planning Policy Framework
4. Ministerial Statements and other guidance material to the consideration of applications
5. Relevant appeal decisions and case law
6. Relevant planning history, case files and related correspondence including the views of statutory consultees
7. Any emerging relevant Development Plan Documents

Change of use to Class C2 (Residential Institution), erection of single storey and two storey rear extensions and erection of a studio/workshop and associated works.

243 Marlborough Road Swindon SN3 1NN



This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
In all cases references should be made to the submitted plans.

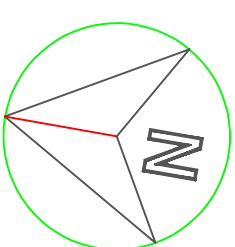
Change of use to Class C2 (Residential Institution), erection of single storey and two storey rear extensions and erection of a studio/workshop and associated works.

243 Marlborough Road Swindon SN3 1NN



This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
In all cases references should be made to the submitted plans.

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REVISIONS
A: 23-09-2015 NW
Scale Bar added
B: 27-10-2015 NW
Fire door added to staircase enclosure
C: 15-02-2016 NW
Room 5 re-positioned to avoid potential overloading



Fire House,
Argonne Window
Anthony, Sheldon
Winters, SWING
Web.

01783 710922
rg@macmillan.co.uk
www.macmillan.com

CLIENT
MRS. IAN CAMKWEILL

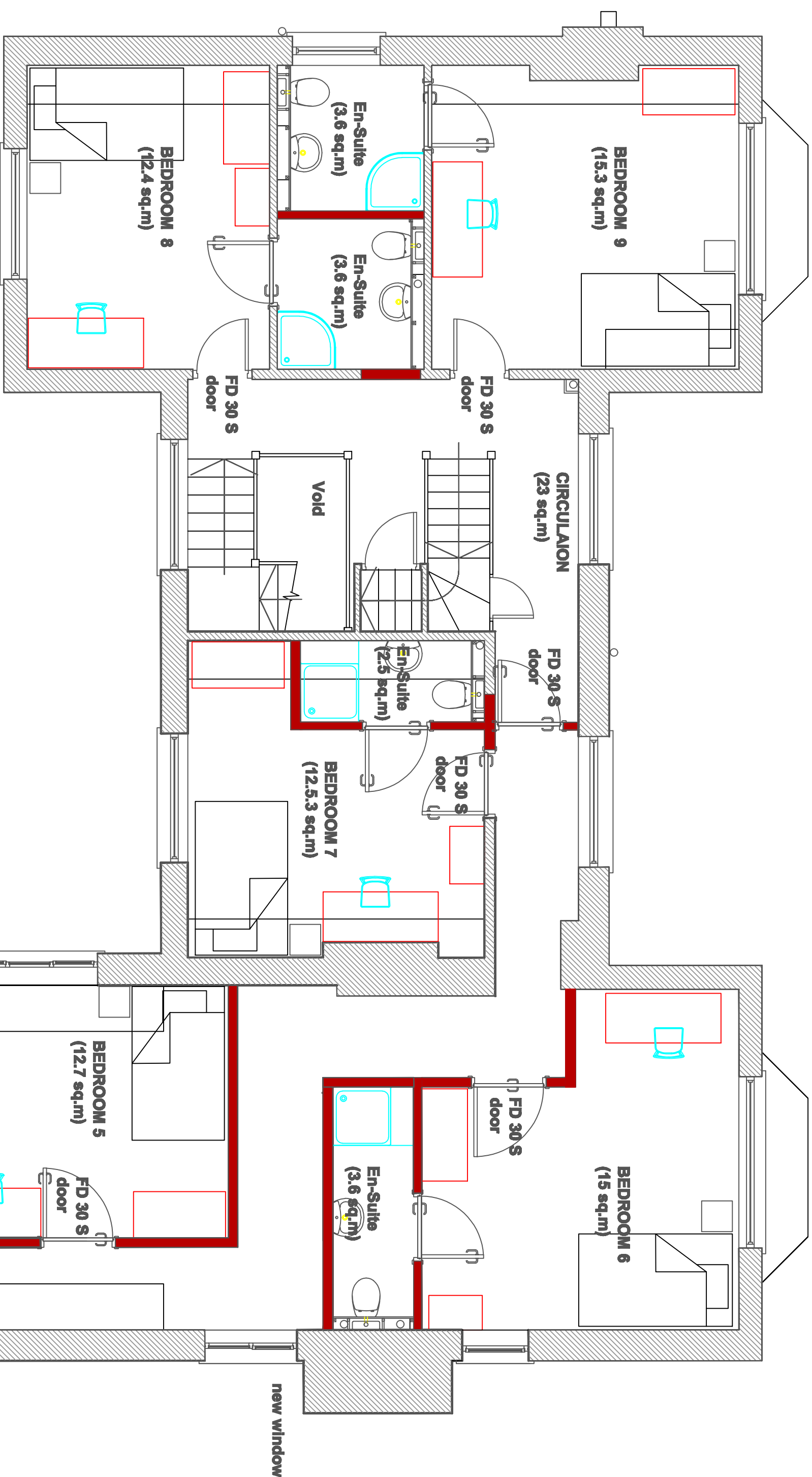
**PROJECT
EXTENSION & ALTERATIONS
243 MARLBOROUGH ROAD**

**PROPOSED
FIRST FLOOR PLAN
PLAN**

PROGRAM	CHECKED	DATE
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SCALE(S)		STATUS
1:50		Draft
TRAINING NUMBER		REVISION
1083-07		C

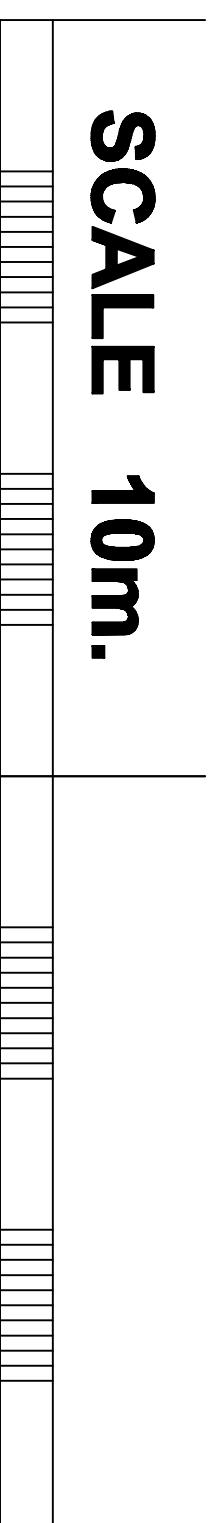
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Page 9



Proposed First Floor Plan 1:50

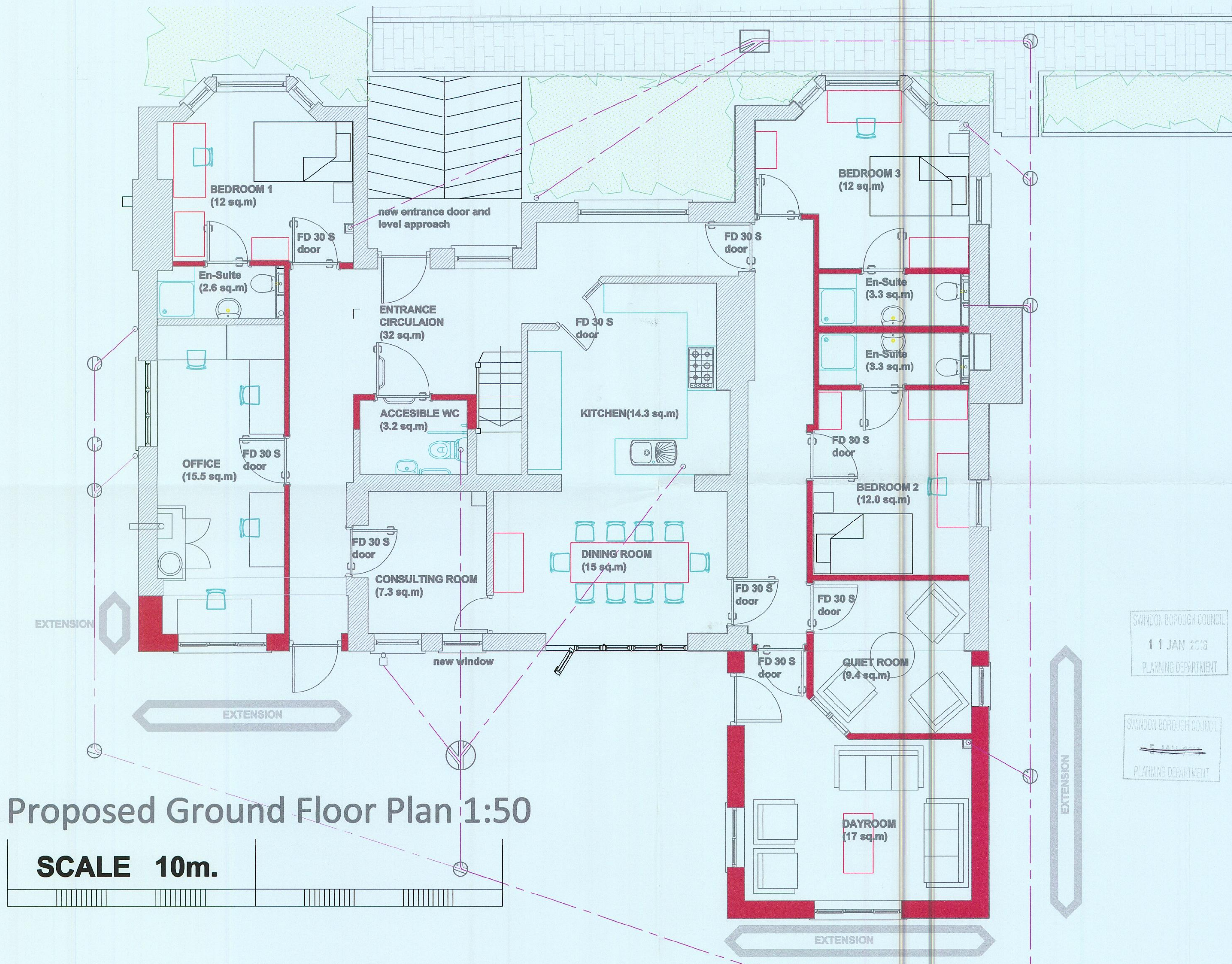
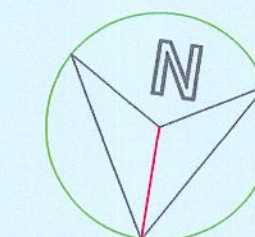
SCALE 10m.



EXTENSION

EXTENSION

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Proposed Ground Floor Plan 1:50

SCALE 10m.

REVISIONS	
A:	23-09-2015 NW Scale bar added
B:	27-10-2015 NW Dayroom and quiet room layout amended.
C:	12-12-2015 NW door added from Dining room to corridor.
D:	18-12-2015 NW Office and bedroom 2 swapped. Boiler and cylinder cupboard shown.

SWINDON BOROUGH COUNCIL
11 JAN 2016
PLANNING DEPARTMENT

SWINDON BOROUGH COUNCIL
11 JAN 2016
PLANNING DEPARTMENT



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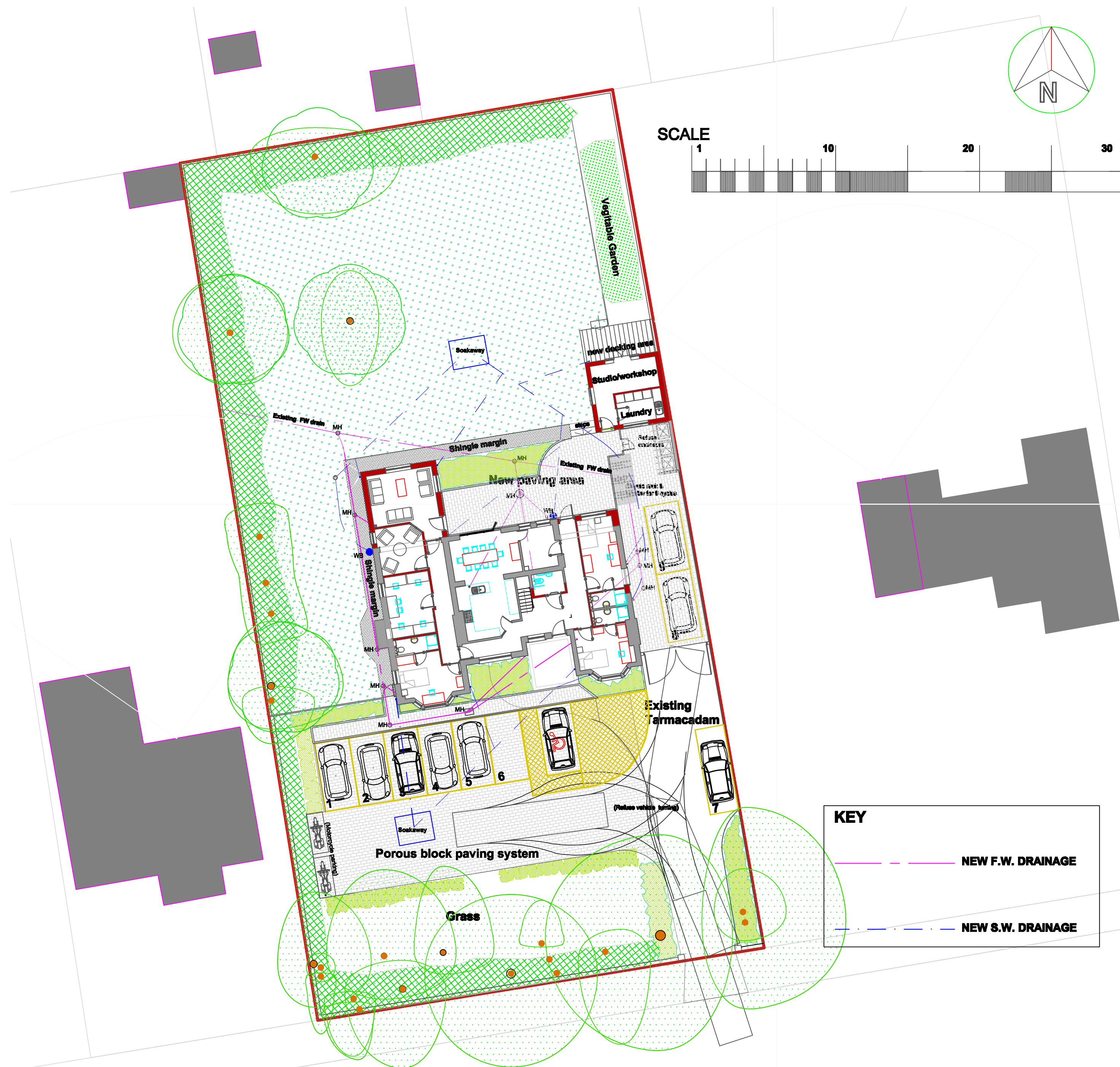
CLIENT
MR. IAN CAWKWELL

PROJECT
EXTENSION & ALTERATIONS TO
243 MARLBOROUGH ROAD
SWINDON

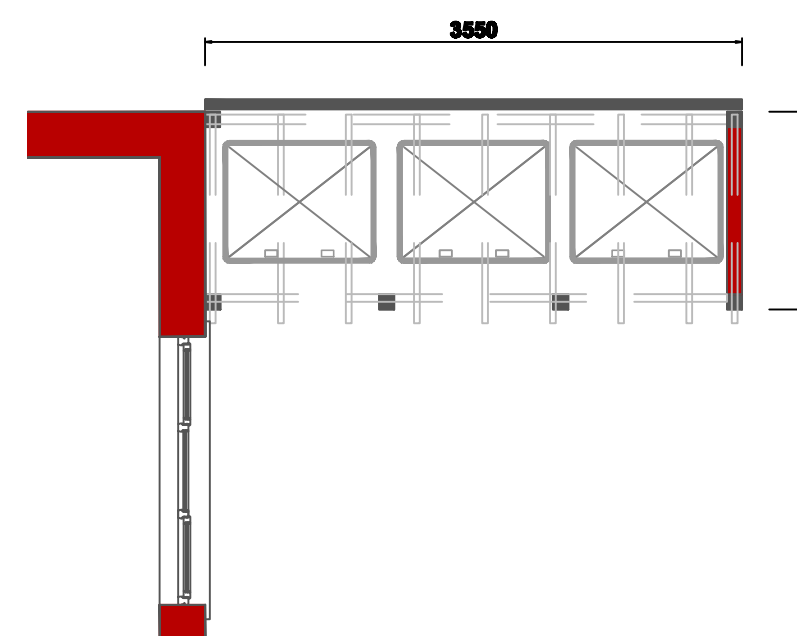
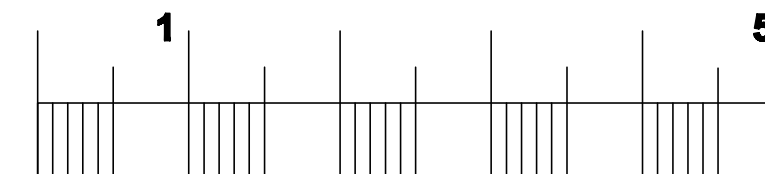
DRAWING TITLE
PROPOSED
GROUND FLOOR
PLAN

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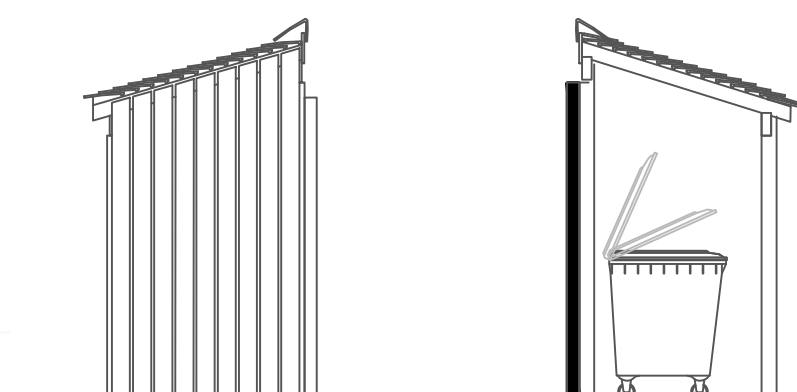
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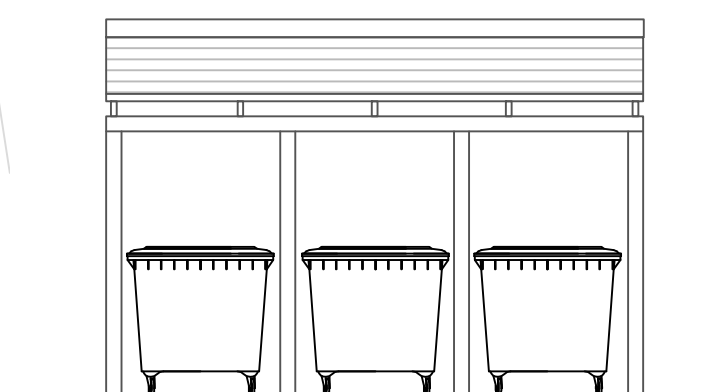
SCALE



REFUSE ENCLOSURE PLAN 1:50



REFUSE ENCLOSURE SIDE ELEVATION & SECTION 1:50



REFUSE ENCLOSURE FRONT ELEVATION 1:50



Cycle Rack and Shelter

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REVISIONS	
A: 23-09-2015 NW	Scale Bar added
B: 27-10-2015 NW	Car parking layout amended, refuse area detail added, refuse vehicle tracking added
C: 15-02-2016 NW	Car parking layout amended, to show 9 car spaces, refuse vehicle tracking amended to 1080mm long vehicle, Ambulance/delivery vehicle stopping zone added. Soakaway location amended. Cycle Rack and shelter amended
D: 22-02-2016 NW	Car parking layout amended, to show 9 spaces + disabled space. Tree survey outline Information added and location of soakaways & SW drainage amended to suit Arboriculturalist's recommendations. Rear patio paved area reduced and paving level raised to match internal FFL



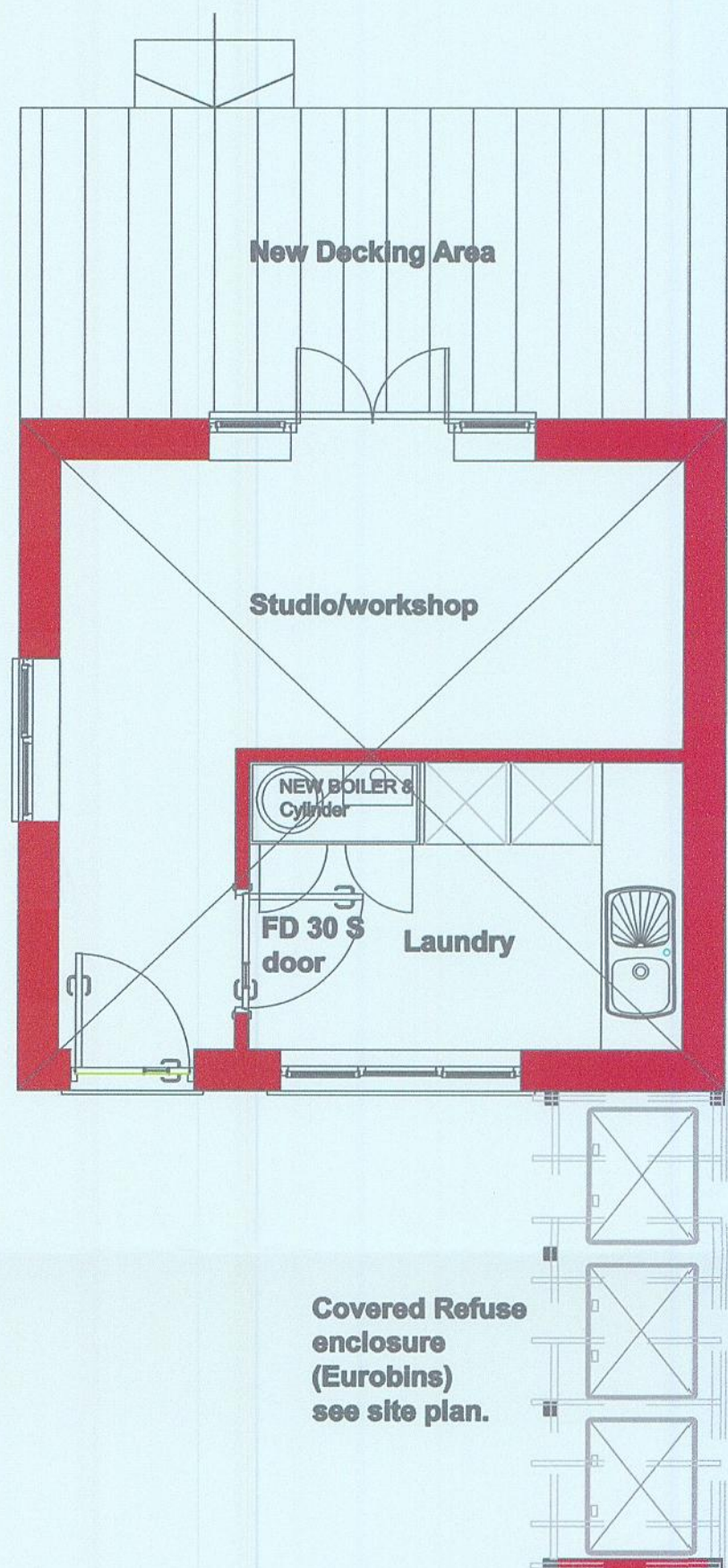
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Kingsdown Wharf
Arbury, Swindon
Wiltshire, SN1 2BP
Email: info@nmwarchitects.co.uk
Web: www.nmwarchitects.co.uk

CLIENT
MR. IAN CAWKWELL

PROJECT
EXTENSION & ALTERATIONS TO
243 MARLBOROUGH ROAD
SWINDON

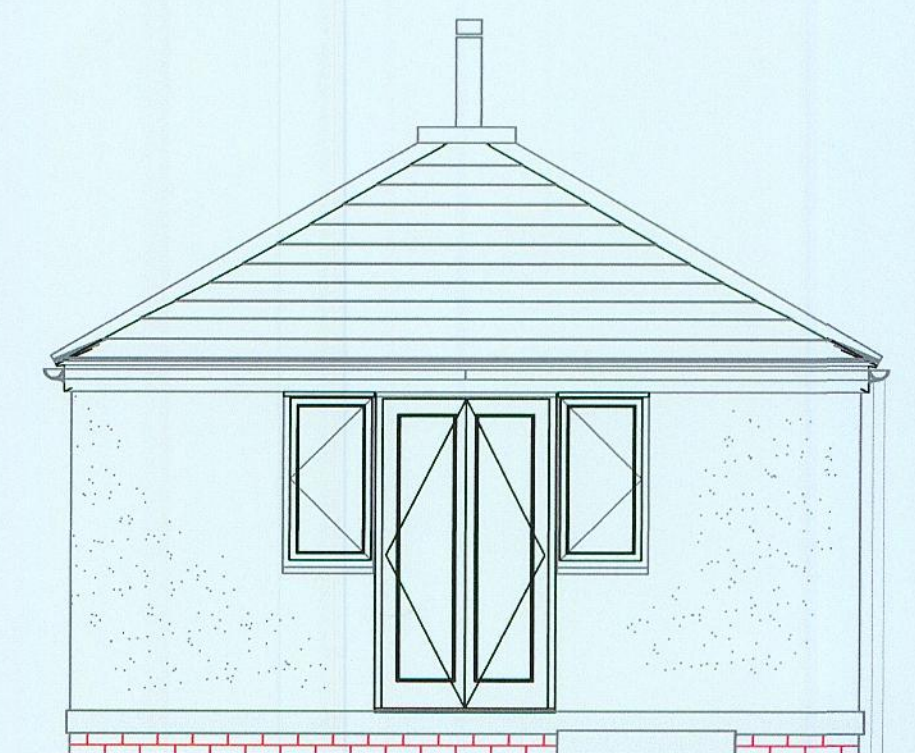
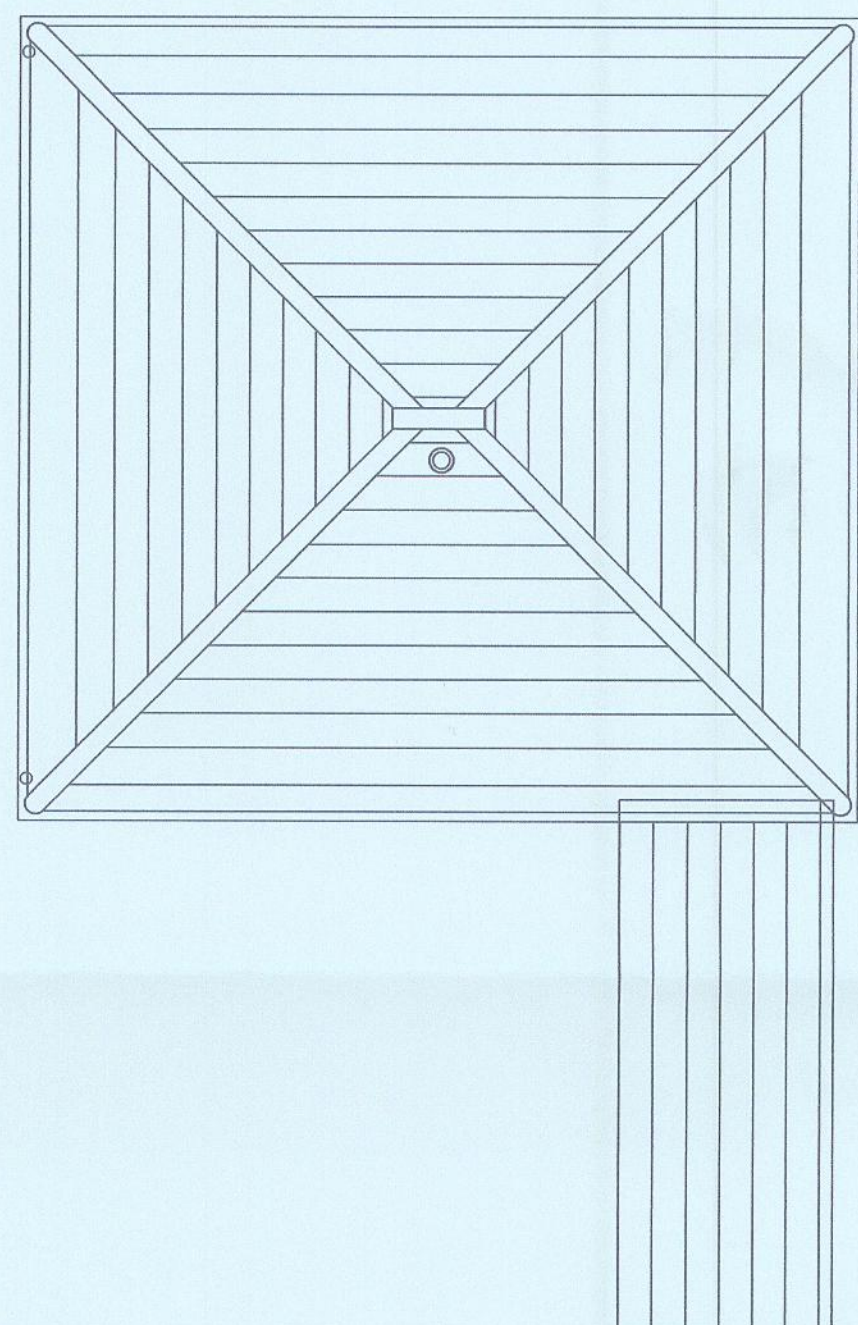
DRAWING TITLE
PROPOSED
SITE
PLAN

DRAWN	CHECKED	DATE
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SCALE(S)	STATUS	
1:200 & 1:50	Draft	
DRAWING NUMBER	REVISION	
1083-05	D	

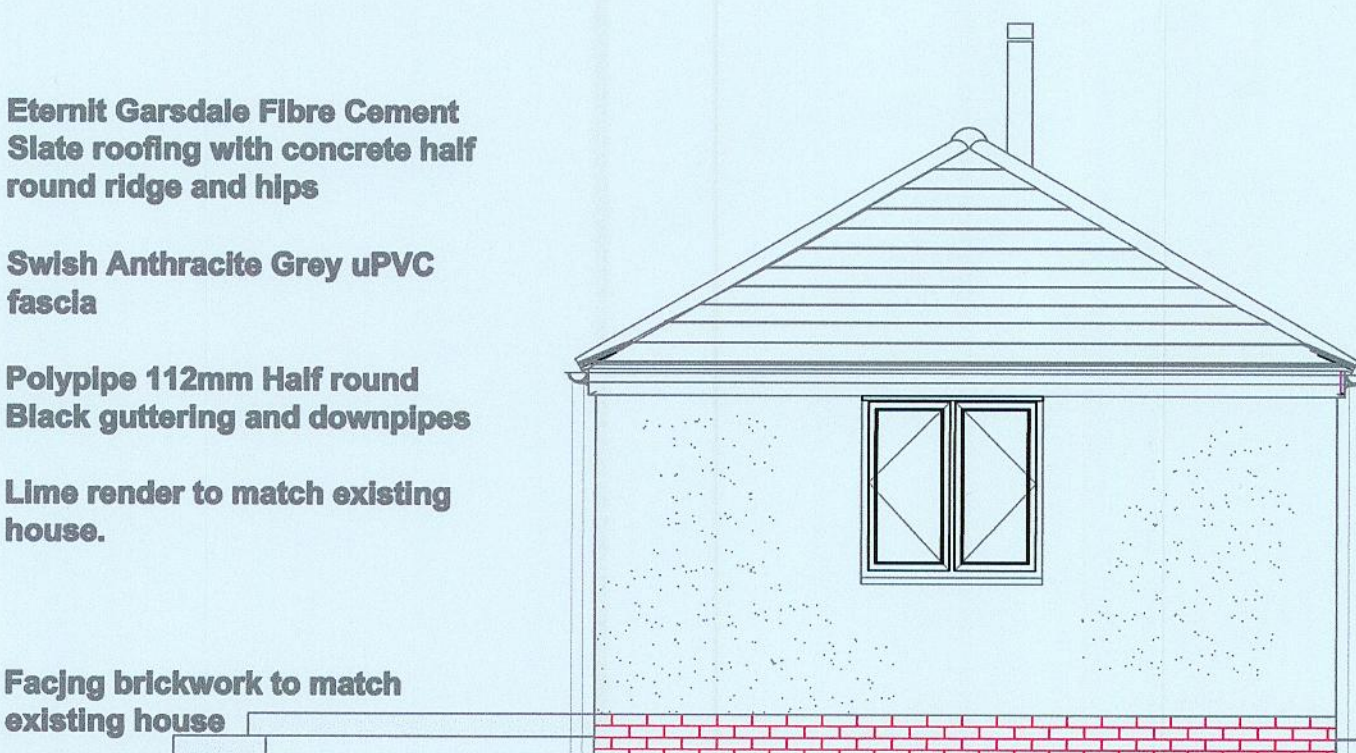


Ground Floor Plan 1:50

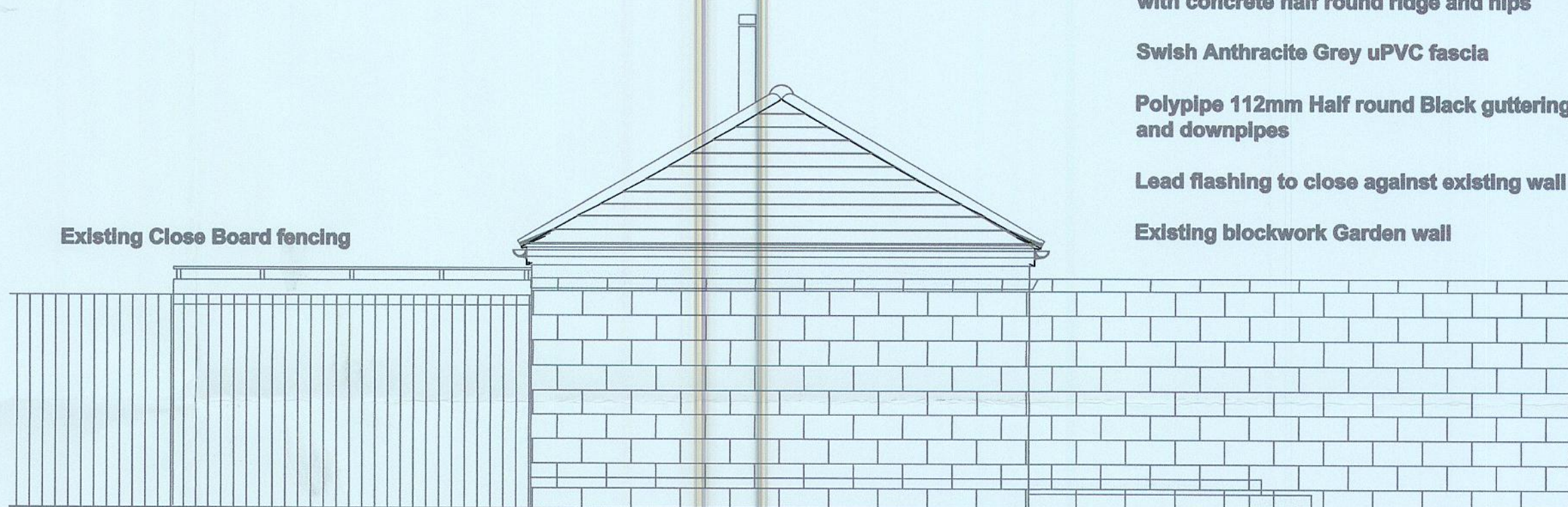
Roof Plan 1:50



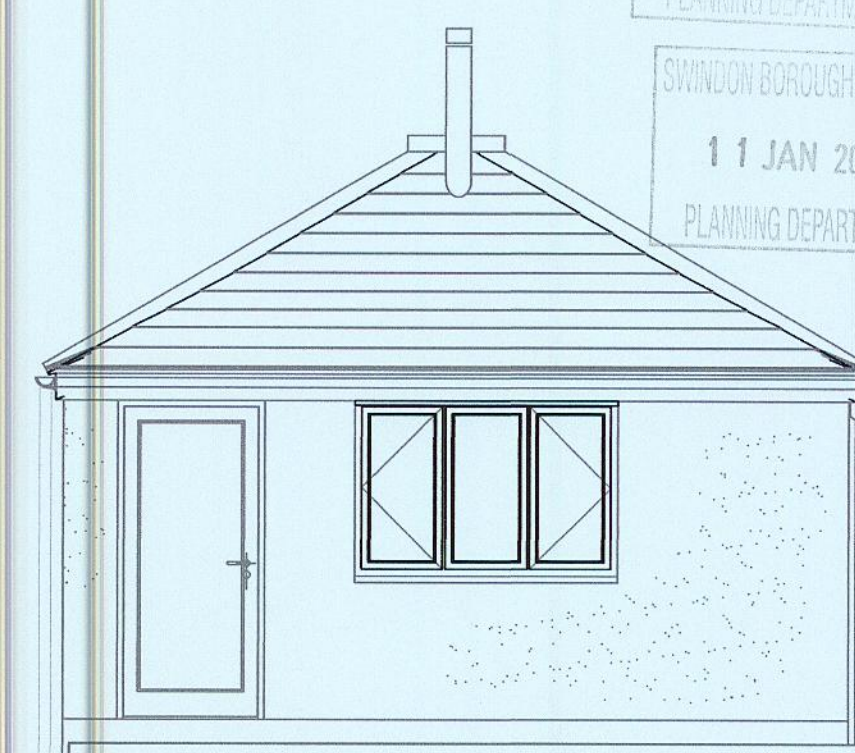
North Elevation 1:50



West Elevation 1:50



East Elevation 1:50



South Elevation 1:50



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Eternit Garsdale Fibre Cement Slate roofing with concrete half round ridge and hips

Swish Anthracite Grey uPVC fascia

Polypipe 112mm Half round Black guttering and downpipes

Lead flashing to close against existing wall

Existing blockwork Garden wall

Eternit Garsdale Fibre Cement Slate roofing with concrete half round ridge and hips

Swish Anthracite Grey uPVC fascia

Polypipe 112mm Half round Black guttering and downpipes

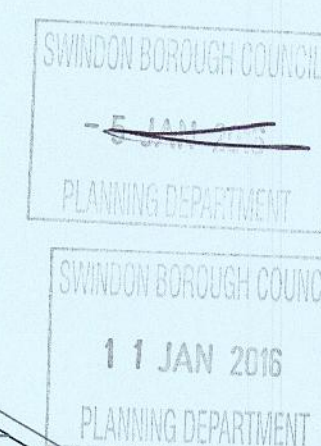
Lime render to match existing house.

Facing brickwork to match existing house

uPVC double glazed windows with laminated safety glass

55mm Timber framed door with full height double glazing with laminated safety glass

REVISIONS
A: 21-12-15 NW
Boiler, flue and cylinder shown



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W: www.nmwarchitects.co.uk

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PROJECT
EXTENSION & ALTERATIONS TO
243 MARLBOROUGH ROAD
SWINDON

DRAWING TITLE
PROPOSED
STUDIO/WORKSHOP
PLAN AND ELEVATIONS

DATE	STATUS	REVISION
Oct. 2015	Draft	
1083-06		A

51610066



COMMITTEE REPORT

Item Number: 6

Ward: Chiseldon And Lawn

Application Number: S/16/0066/TB

Parish: No Parish

Proposal: Change of use from Class C3 (dwellinghouse) to Class C2 (Residential Institution), erection of single storey and two storey rear extensions and erection of a studio/workshop and associated works.

Site Location: 243 Marlborough Road, Swindon, SN3 1NN

Case Officer: Tom Buxton

Agent:

Mr Nigel Warren
NMW Architects Ltd.
The Haven
Kingstone Winslow
Ashbury
Swindon
SN6 8NG

Applicant

Mr Ian Cawkwell
London And Regional Developments
Ltd.
11 Savile Row
London
W1S 3PG

Officers Report

Background:

1 This application has been called to Planning Committee by Cllr Foley as a result of the level of public interest in the application.

Summary of Recommendation:

2 Planning permission be GRANTED.

The Proposal:

3 This application seeks planning permission for the change of use of No. 243 Marlborough Road from Class C3 (dwellinghouse) to Class C2 (residential institution). It is also proposed that two and single-storey extensions be erected to the rear of the property and that a detached outbuilding be constructed to the rear, on the eastern boundary. In addition a formalised parking area will be created to the front and some minor external changes be made to the main building.

4 The design and access statement details that the C2 Use (care home) proposed will be owned and operated by the charity 'Together for Mental Wellbeing' and will provide care and support, helping people to return to normal life and independence following a mental illness. Residents will typically stay at the facility for between 1 – 2 years, after which most will go on to more independent living at the charity's existing supported living service elsewhere in Swindon (Willow Tree House). It is understood that the need for the facility derives from the demand for mental health facilities in Swindon and continuing policy reforms within the mental health sector, moving clients away from a hospital environment into a situation in which they can move towards a much higher level of independent living. The facility would provide care for up to 10 residents, each benefiting from their own bedroom plus one additional bedroom for a staff member. As well as individual en-suite

bedrooms there will be shared dining facilities, a day room and ancillary office space and a consulting room. The facility will be staffed 24 hours a day.

5 The two-storey extension would have dimensions of 5.3 metres in width and 5.3 metres in depth. It would have a dual-pitched roof at a height of 8 metres and would be located to the western side of the property's rear elevation. The single-storey extension would be 1.1 metres in depth and 4.2 metres in width. It would have a lean-to roof at a maximum height of 3.2 metres. The minor external changes proposed to the existing building include a new entrance door and level approach, a new ground floor window to the rear elevation and a new first floor window to the western elevation.

6 The outbuilding would be constructed on roughly the same footprint as the existing double garage, set back from the house and abutting the eastern boundary. It would have dimensions of 5.2 metres in width, 4.9 metres in depth and 4.1 metres in height. The building would provide laundry facilities as well as a 'studio' area for residents which will be used as a therapeutic, quiet space for arts and craft, computing skills and hobbies.

7 The existing driveway and parking area will be extended in order to allow for additional car parking (10 spaces in total). Space will also be provided for motorcycle parking, cycle parking and bin storage.

The Site and Surroundings:

8 The site is a large detached 6 bedroom house. The property is sited within a generous plot set back from the road (by over 20 metres) and benefiting from a large back garden and detached double garage. A number of mature trees are located to the front boundary, behind the stone wall which abuts the pavement edge. There are also trees and shrubbery to the western boundary as well as several trees within the rear garden area.

9 The site is located on Marlborough Road, an arterial road leading to and from Swindon town centre. The area is characterised predominantly by residential development and is mainly made up of detached and semi-detached houses located on large plots of land.

Representations:

10 Neighbours:

Original Plans

A total of 47 representations of objection received from residents of Marlborough Road and the wider Lawn area. The concerns raised in these representations focus on the following: traffic, highway safety, parking, loss of a family/executive home, devaluing of property, setting of precedent, safety of residents/children (from occupiers of the facility), character of area, noise and disturbance, amenity, loss of privacy/overlooking, contrary to covenant/deeds, loss of trees, commercial waste, overdevelopment of site/extension is out of proportion, proximity to school, light pollution, condition of boundary walls, anti-social issues and lack of facilities/public transport in area.

Revised Plans

A total of 11 representations of objection received from residents of Marlborough Road and the wider Lawn area. The concerns raised are as detailed regarding the original plans.

11 Robert Buckland MP:

“A number of concerns have been brought to my attention by local residents and have informed residents that that I will forward their concerns which are summarised as: character, safety, parking, precedent, anti-social issues, traffic (including impact upon Sandringham Road), commercial waste, overdevelopment, damage to trees and loss of executive family home). I share these concerns and hope they will be taken into account.”

12 Highways:
No objections raised.

13 Arboricultural Officer:
No objections raised following submission of additional tree information.

14 Landscape Officer:
Wiltshire and Swindon Biological Record Centre have advised that there has been a recording of a bat roost within 100m of the site. Suggest an informative be added to any consent.

15 Wiltshire Fire and Rescue Services:
Recommendations offered regarding Building Control and the installation of sprinklers.

Planning Considerations:

16 The relevant considerations are the principle of the change of use and the impact of the use and the proposed external changes upon the character of the surrounding area, residential amenity and highway safety. Of relevance to the determination of the application are Policies DE1, TR2, SD3 and CM3 of the adopted Swindon Borough Local Plan (SBLP) 2026 and the National Planning Policy Framework (NPPF).

Principle:

17 The proposal site is not allocated for a specific use within the adopted Local Plan nor is the current use as a dwellinghouse protected by any policy within it. Despite the concerns of some of the nearby residents that the proposal will result in the loss of an ‘executive home’ there is nothing in planning policy terms to support this and hence the ‘loss’ of the C3 use alone is considered acceptable (subject to other material considerations and compliance with the adopted SBLP as a whole). In terms of the acceptability of the principle of the proposed C2 use in this location the adopted SBLP contains Policy CM3 which is specific to integrating facilities and delivering services. Criterion b) of the policy states “To meet the long-term health, social care and emergency service needs in the Borough and the wider population the following will be enabled:.....enhanced and new social care and local healthcare facilities...”. The proposal represents new/enhanced healthcare facilities and hence it is considered that the application is compliant with the aims of this policy in that it will result in a healthcare facility that is not currently provided for in this style within the borough.

18 The proposal site is located within Swindon’s urban area (as indicated on the adopted SBLP Proposals Map) within walking distance of Old Town and is on a main road served by a bus service. In these respects it is considered that the proposal site is sustainably located. It is furthermore deemed that the proposal will fulfil an important social role, in providing health care to persons recovering from mental illness and will make use of an existing building. It is deemed that the proposal represents sustainable development in

compliance with the overarching aims of the NPPF as well Policy SD3 of the adopted SBLP. In summary to the above it is deemed that the principle of the change of use is acceptable. There are however clearly other elements, as mentioned above, that need to be assessed before a view can be reached regarding overall acceptability of the application. These will now be taken in turn below.

Impact Upon Streetscene/Character of Surrounding Area:

19 Only minor changes are proposed to the frontage of the property, consisting of the formation of a parking area and a minor revision to the front door. Members of the public passing the site by car are unlikely to notice these physical changes to the frontage area and they will not be obvious to pedestrians passing either, particularly when taking into consideration the stone wall to the front boundary and the screen of mature trees behind it. It is also important to note that the hard surfacing works could be carried out by the current occupier without the need for planning permission under permitted development rights. None of the extensions will be visible from the front and nor will the bin and bike stores and several of the car parking spaces as a result of them being located behind gates (which are in this location at present). The new outbuilding will also not be prominently visible due to its location behind the gates and being nearly 40 metres from the pavement. Furthermore the structure will appear little different to the double garage that currently sits in this location.

20 The proposed single-storey extension to the rear is very small and the two-storey extension is not considered to be significant when taking into consideration the large size of the host property and the plot of land upon which it is set. Both are of a scale and design that is in keeping with the existing appearance of the property, hence not detracting from its character or from the character of the surrounding area. As noted above neither of these elements would be visible from the road to the front.

21 The proposed outbuilding is of a very similar scale to the existing double garage that it would replace. Again, both the scale and design are deemed to be in keeping with the host property and the surrounding area. In summary to the above, the proposed external physical changes to the property would not have a negative impact upon the character of the area and all such elements are deemed to be compliant with Policy DE1 of the adopted SBLP and the NPPF in design terms.

22 The impact upon the character of the area in relation to the proposed use as a care home will largely be covered in the 'amenity' and 'highway safety' sections below. It is important to note here however that the applicant's choice of this property was partly due to the fact that it will allow it be used as a care home discreetly with there being no intention to differentiate itself from neighbouring properties (i.e. it is the applicant's desire that it does not appear out of character and that it blends in successfully). Setting aside amenity and highway impacts for the moment, the differences brought about by the intended use are not deemed to be significantly different from what could reasonably be expected to be experienced by its current permitted use as a dwellinghouse. Whilst there is likely to be some change in terms of the vehicle and pedestrian movements to and from the property it is not considered that that they will be so significant that they will result in an unacceptable impact being created upon the character of the area. Bearing in mind that the current dwelling is large and accommodates 6 bedrooms, it is not unreasonable to suggest that this could (and possibly does) bring about a high number of pedestrian and vehicle movements in its currently permitted form. The same is true of the servicing of the proposal (i.e. not resident or staff movements). Although it is likely that there will be an increase in servicing

(e.g. food deliveries, waste collection) the care home will only accommodate up to 10 persons and hence again the increase is deemed unlikely to be significant. As such this is not enough to warrant justifying raising an objection on the grounds of an unacceptable impact upon the character and appearance of the area.

Residential Amenity:

23 The proposed extensions are sited adequately far from the neighbouring properties to mean that there would be no harm caused to residential amenity in terms of visual dominance or loss of light. The only new first floor windows proposed within the (two-storey) extension are to be sited within the northern and eastern elevations. The northern elevation faces into the back garden (23 metres from the rear fence) and would create no unacceptable loss of privacy to neighbouring properties. The most northerly of the two windows proposed to be created to the eastern elevation of the extension (and previous extension) is a secondary bedroom window and will be conditioned to be obscurely glazed in order to avoid any potential for overlooking towards the rear garden of No.245 Marlborough Road. This is despite the separation distance between this window and the common boundary with this neighbour being almost 17 metres. Views out from the more southerly of these 2 easterly facing windows towards No. 245 will be severely limited by the adjacent two-storey projection of the eastern wing of the host building. This will largely block the ability for direct views towards the back garden of the neighbouring property to this side. Any views towards the nearest part of the neighbouring garden from this window will be at a distance of over 17 metres. It will not be possible to view the rear of this neighbour's dwelling due to the physical obstruction of the existing dwelling (at the proposal site), thus no harm will be caused to the most sensitive parts of No. 245. It is also noted that No. 245 appears to have no habitable room windows within its western elevation facing the proposal site. The proposed extensions will thus not result in any unacceptable issues of overlooking.

24 The proposed outbuilding will not be significantly greater in scale than the existing double garage in this location. There will hence be very little different impact from that currently experienced by the neighbouring property to this side in terms of visual dominance, loss of light or privacy. The application submission indicates that the new outbuilding will be used as a laundry facility as well as a space for residents to participate in hobby activities such as arts and crafts. Such activities are not considered to be significantly different to the common use of domestic garages. In order to attempt to alleviate the concerns of residents of the area though it will be conditioned that the use of this outbuilding will be ancillary to the use of the main building and that the hours of use will not be during unsociable hours. Refuse storage will be in the form of a specifically design covered enclosure adjacent to the workshop. The enclosure and use are not considered likely to cause any unacceptable impact upon the amenity of the neighbouring property to this side (No. 245).

25 The central siting of the dwelling on the plot and the generous gardens that surround it mean that it is set well away from the neighbouring properties to each side and to the rear. It is deemed that this level of detachment and separation will assist in minimising the impact that any increased pedestrian and vehicle comings and goings to the proposal (above what already does/can take place) will have. As detailed above it must be remembered that the existing dwelling is large, accommodating 6 bedrooms and hence it would not be unreasonable to expect a large number of vehicle and pedestrian trips associated with it. For example there is currently no restriction on a large family with grown up children, possibly with partners of their own plus grandparents residing at the property. It is

acknowledged that the proposal could accommodate up to 10 residents plus staff, however the point that is being made is that the difference is not so significant that the additional movements would constitute an unacceptable impact. For example, as detailed by the applicant's agent there is no reason to suggest that a delivery to the site in isolation will be more 'harmful' than the serving of the existing dwelling or any of the neighbouring properties. The stopping and unloading of a van for instance is considered unlikely to be an extraordinarily disturbing event, particularly again considering the large separation between the host property and the neighbouring dwellings.

26 It is anticipated that the staff of the facility will bring about the most amount of vehicle and pedestrian movements. The proposed shift pattern however shows that the start and end of shifts will be 8am at the earliest and 8pm at the latest. It is evident therefore that there is unlikely to be many vehicle movements to and from the site during what are usually considered to be unsocial hours (i.e. before 7am or after 10pm). In summary it is deemed that the proposed use will not result in an unacceptable impact upon the residential amenity in compliance with Policy DE1 of the adopted SBLP and the NPPF.

Highway Safety:

27 Following comments raised by the Highway Officer during the processing of the application the proposed car parking provision was increased from 8 to 10 spaces (including 1 dedicated disabled space). The Highway Officer is satisfied that this level of provision is adequate to serve the use in terms of staff and visitors. The proposed parking provision fully accords with the Council's adopted parking standards for this type of C2 Use. The applicant's experience of similar uses elsewhere is that this level of car parking is excessive and that some of their staff often walk or cycle to work. It is the policy of the operator to not permit residents to have their cars with them, and there is adequate space for emergency vehicle (should the need arise) and delivery parking. Satisfaction has also been provided in the form of swept path drawings to demonstrate that refuse vehicles will be able to safely access, turn within and exit the site.

28 Cycle parking and motorcycle parking will be provided on site in compliance with the Council's adopted Parking Standards.

29 With regard to the site access, the Highway Officer has assessed the proximity of it to the junction between Marlborough Road and Sandringham Road. It was concluded that there is minimal impact on highway safety as a consequence of these proposals. Marlborough Road is subject to a 30mph speed restriction, has a relatively high traffic capacity due to its width, and there are no parking restrictions in the area, so it is not considered a highway safety hazard should kerb-side parking occur on Marlborough Road. It is understood that kerb-side parking already occurs along Marlborough Road, and there apparently are no concerning accident reports at this junction. As a consequence, the slight increase in use of this site's access (above that already permitted for the large dwelling) is not considered detrimental to highway safety. In summary the development would not bring about an unacceptable impact upon highway conditions in compliance with Policy TR2 of the adopted SBLP and the NPPF.

Other:

30 An arboricultural survey was requested during the processing of the application due to concerns regarding the proposed works upon the health of the mature frontage trees. Following submission of the survey the Arboricultural Officer confirmed that he was satisfied

that the frontage trees would not be harmed by the development.

31 With regard to the comments made within the representations section that have not already been covered above, the following is noted:

- The recommendation regarding the installation of sprinklers will be added as an informative.
- The potential for bats roosts will be added as an informative.
- Property value and covenants are not material planning considerations.
- The condition of the existing boundary treatments is more a civil matter and is the responsibility of the landowner/responsible party to rectify if necessary.
- Each and every application is dealt with upon its own individual merits, allowing this development would not therefore automatically mean that all other such developments would be acceptable in this area.
- There is nothing in the application submission to indicate there will be any unacceptable issues of light pollution. In order to alleviate resident's concerns though a condition will be added requiring details of any proposed external lighting to be submitted before being installed.
- The application submission details that all residents of the proposed facility will undergo assessment to be sure they are suitable to reside at the home. The facility will also be staffed 24 hours a day. As such there is no sufficient justification to indicate that the safety of existing residents of the area will be compromised.
- Whilst reference is made to Policy HA4 of the SBLP the proposal is for a C2 Use not for an HMO and hence this policy is not applicable.

Concluding Comments:

32 The proposed development will bring about a specific care facility, the type of which that is not currently provided for in Swindon. It is considered to be acceptable in principle and will have no unacceptable impact upon: the character of the area, residential amenity or highway safety. The application is compliant with Policies: DE1, TR2, SD3 and CM3 of the adopted Swindon Borough Local Plan 2026 and the NPPF.

Recommendation

33 That planning permission be GRANTED.

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. The development hereby permitted shall be carried out using external facing materials that either match and correspond with those of the existing buildings or as otherwise detailed on the approved plans. Such facing materials shall be retained thereafter in their approved form.

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

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that Order, no windows

other than those hereby approved shall be formed in the side elevations of the two-storey extension hereby approved at or above first floor level.

Reason: In the interests of residential amenity

4. No glass other than obscure glass manufactured to a privacy level of 4 or above shall be used in the glazing of:- the 2 first floor windows to the western elevation of the property, the first floor window to the eastern elevation of the two-storey extension hereby approved (detailed as belonging to bedroom 4 on the proposed floor plans) and the first floor window within the main eastern elevation of the property.

Reason: In the interests of residential amenity.

5. No external lighting shall be installed unless details of which have otherwise first agreed been submitted to and agreed in writing by the Local Planning Authority. Any subsequent external lighting shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of residential amenity.

6. No deliveries shall take place outside the hours of 07:00 - 22:00 Monday to Saturday and 09:00 - 18:00 on Sundays and Bank Holidays.

Reason: In the interests of residential amenity.

7. There shall be no collection of refuse or recycling outside the hours of 07:00 - 22:00 Monday to Saturday and 09:00 - 18:00 on Sundays and Bank Holidays.

Reason: In the interests of residential amenity.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or the Town and Country Planning (Use Classes) Order 1987 (as amended) the use of this premises shall be limited to that of a residential home for persons receiving and in need of care as described in the application submission only and for no other use falling within class C2 of the above mentioned Use Classes Order, 1987 (i.e. the property shall not be used a hospital, or nursing home or as a school college or training centre) or for any other use without the prior express consent from the Local Planning Authority through the submission of a planning application.

Reason: No justification has been put forward for other uses within Class C2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) at the site which will require further consideration.

9. The detached building labelled as a 'studio/workshop' and laundry on the approved plans shall not be used outside the hours of: 08:00 - 21:00 Monday to Saturday and 09:00 - 18:00 on Sundays and Bank Holidays.

Reason: In the interests of residential amenity.

10. No external ventilation or extraction systems shall be installed on the detached outbuilding unless details of which have first been submitted to and agreed in writing by the Local Planning Authority. Such external ventilation or extraction systems shall thereafter be carried out and maintained as approved.

Reason: In the interests of amenity.

11. No materials, plant, soil or spoil shall be stored within the limits of Root Protection Area and no burning of materials shall take place within 5 metres of the furthest extent of, the canopy of any tree or group of trees on the site shown for retention on the approved plans.

Reason: To ensure damage does not occur to the trees during building operations.

12. Prior to any external works taking place in connection with the development hereby permitted the trees shown for retention on the approved plan shall have first been protected by the erection of temporary protective fences as detailed on drawing 869-01. The fencing shall remain until such time as, approval for removal, has been confirmed in writing by the Local Planning Authority.

Reason: To ensure that adequate protection is afforded to the trees on the site.

13. No tree shown for retention on the approved plan, or part thereof shall be lopped, topped, felled, destroyed or wilfully damaged including severance of root(s), without the prior written consent of the Local Planning Authority.

Reason: To prevent loss or damage to the trees on the site in the interests of amenity.

14. The formation of the parking area as detailed on the approved plans shall include suitable means of surface water disposal from it so that there will be no discharge of surface water onto the highway.

Reason: In order to minimise danger and inconvenience to users of the highway.

15. The driveway shall be constructed in a property consolidated material (not loose stone or gravel) for a minimum of six metres beyond the highway boundary.

Reason: To prevent loose material being carried onto highway.

16. The development hereby permitted shall not be occupied until the parking spaces shown on the approved plan (drawing 1083-05 D) have been surfaced and marked out in accordance with this plan and made available for use. Thereafter the area shall be kept clear of obstruction and shall not be used for any purpose other than the parking of vehicles in connection with the use of the premises as permitted.

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

17. The development hereby permitted shall not be occupied until the cycle parking facilities and refuse storage facilities shown on the approved plan (drawing 1083-05 D) have been provided in accordance with this plan and made available for use. These facilities shall be retained thereafter for as long as the development hereby permitted remains on site.

Reason: To ensure that satisfactory provision is made for parking of cycles and storage of waste.

18. The detached building labelled as a 'studio/workshop' and laundry on the approved plans shall only be used for purposes ancillary to the C2 (residential institution) Use of the main property.

Reason: In the interests of residential amenity.

19. This approval shall be in respect of drawing numbers: 1083-06 A, 1083-00, 1083-15 A, 1083-14 A, 1083-03 A, 1083-02 A, 1083-08 B, 1083-04 A, 1083-13 A, 1083-01 A 1083-12 D and the design and access statement received by the Local Planning Authority on 11th January 2016, drawing numbers 869-01, 1083-05 D, 1083-07 C and the tree schedule received on 23rd February 2016 and drawing number 1083-16 C received on 22nd March

2016.

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

Informatives

1. The applicant shall be aware that Wiltshire Fire and Rescue Services have recommended the installation of sprinklers within the building.

2. This permission does not convey or imply any approval or consent required under the Wildlife and Countryside Act, 1981, for protected species. The applicant is advised to contact English Nature with regard to any protected species on the site.

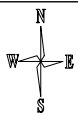
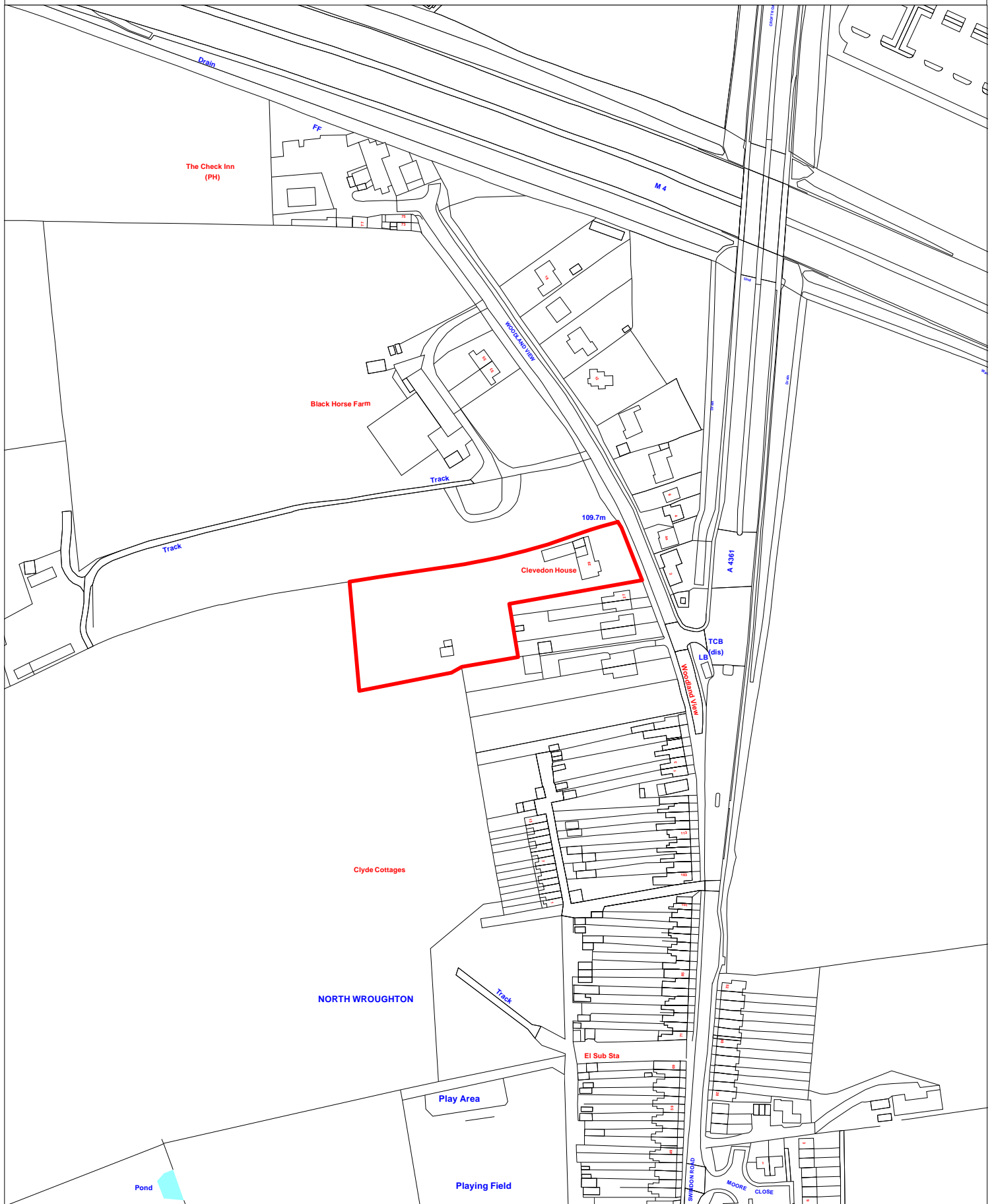
Contact: Tim Frayling (01380) 726344

3. The development proposed does not constitute CIL liable development as the proposed works fall outside the 'meaning of development' for CIL purposes in accordance with the Community Infrastructure Levy (England and Wales) CIL Regulations 2010 (as amended) Regulation 6.

End of Report

Outline application for the demolition of 3no. existing dwellings
and the erection of up to 10no. dwellings and associated works (All matters reserved).

Land At Clevedon House 29 Woodland View Wroughton Swindon SN4 9BD



This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
In all cases references should be made to the submitted plans.

Outline application for the demolition of 3no. existing dwellings
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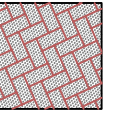
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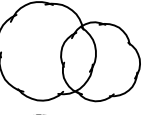
LEGEND



Area to be Tarmac



Area to be Block Paved



Existing Trees and Hedges



Existing Trees and Hedges to be removed



Indicative New Tree Planting



Indicative New Shrub & Hedgerow Planting

Site Boundary

SW 1.8m Brick Wall

CB 1.8m High Close Board Fence

PF 1.8m High Panel Fence



Rear Access / Utility Door



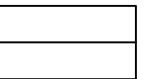
Front Access Door



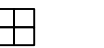
Access Gate



Feature Windows

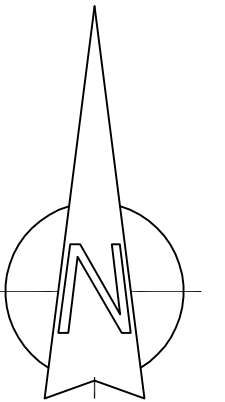


Denotes Cycle Store



Denotes Bin Store

Development Boundary



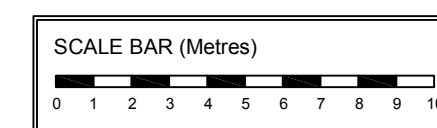
'Illustrative Only'

Rev	Date	Description
D	08.07.15	Amended for comment
C	12.02.15	Scale bar added
B	08.10.14	Development boundary line amended
A	20.09.14	Development boundary line added

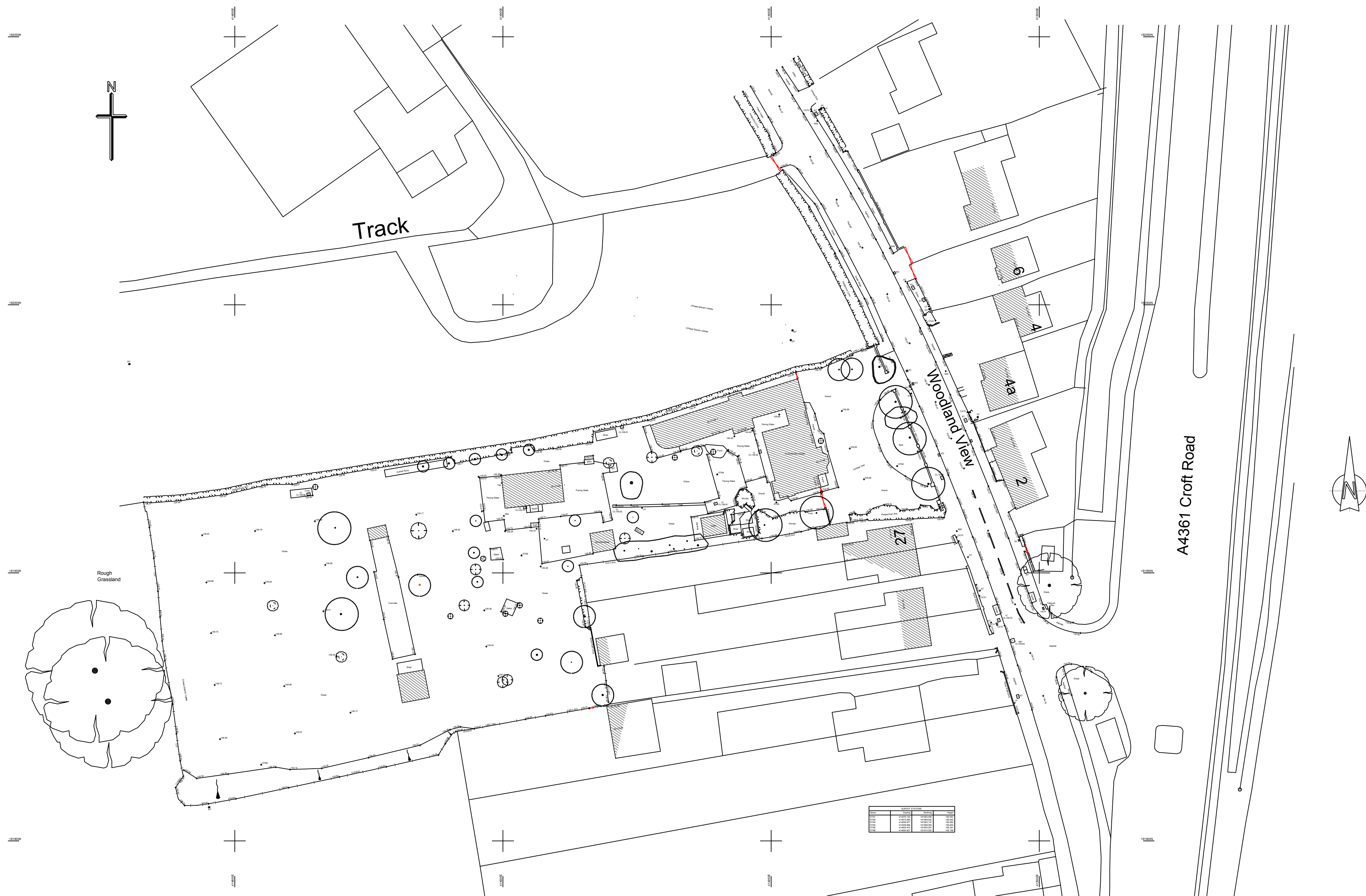
<p>• All drawings are copyright • Report all discrepancies to project administrator • Do not scale drawing for construction purposes • All dimensions to be checked on site</p>			
<p>Project Title Clevedon House Woodland View Wroughton</p>			
<p>Drawing Title SITE LAYOUT</p>			
Job No CHW	Drawing No 003	Client Mr & Mrs Bessent	Rev D
Scale 1 : 500 @ A2	Drawn CE	Chkd ISA	Date 09.07.14



B	08/07/15	Amended for comment
A	12/02/15	Scale bar added
Rev	Date	Description



<ul style="list-style-type: none">All drawings are copyrightReport all discrepancies to project administratorDo not scale drawing for construction purposesAll dimensions to be checked on site	<div>Ian Sullivan Architecture Ltd</div> <p>101 Victoria Road, Swindon, Wiltshire SN1 3BD Tel/Fax 01793 612663 - E-mail- ian.sullivan@btconnect.com</p>						
<p>Project Title</p> <p>Clevedon House Woodland View Wroughton</p>	<p>Drawing Title</p> <p>PROPOSED SITE SECTIONS</p>						
<p>Client</p> <p>Mr & Mrs Bessent</p>	<table><tr><td>Job No</td><td>Drawing No</td><td>Rev</td></tr><tr><td>CHW</td><td>005</td><td>B</td></tr></table>	Job No	Drawing No	Rev	CHW	005	B
Job No	Drawing No	Rev					
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Project Title Clevedon House Woodland View Wroughton	<div>Drawing Title SITE SURVEY</div> <table><tr><td>Job No</td><td>Drawing No</td><td>Rev</td></tr><tr><td>CHW</td><td>002</td><td>-</td></tr></table>					Job No	Drawing No	Rev	CHW	002	-
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Client Mr & Mrs Bessent	Scale 1 : 500 @ A2	Drawn CE	Chkd ISA	Date 09.07.14							



COMMITTEE REPORT

Item Number: 7
Application Number:
S/OUT/15/1338/HC

Ward: Wroughton And Wichelstowe
Parish:
Wroughton

Proposal: Outline application for the demolition of 3no. existing dwellings and the erection of up to 10no. dwellings and associated works (All matters reserved).

Site Location: Land At Clevedon House, 29 Woodland View, Wroughton

Case Officer: Miss Heather Carlisle

Agent:
Ian Sullivan Architectural Design
101 Victoria Road,
Swindon, Wilts.
SN1 3BD

Applicant
Mrs Sue Hill

Clevedon House
29 Woodland View
Wroughton
Swindon
SN4 9BD

Officers Report

Background:

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

1.2 This application follows an earlier application for 14 dwellings S/OUT/15/0187 which was withdrawn.

1.3 Since this application was submitted an outline application has been submitted for development on the adjacent site known as the 'Hills Site' under application S/OUT/15/1750 for 104 dwellings.

2 Summary of Recommendation:

2.1 That outline planning permission be GRANTED with Conditions

3 The Proposal:

3.1 This outline application, seeks permission to erect up to 10 no dwellings.

It is proposed that 3 no existing dwellings on the site are demolished. All matters remain reserved for future consideration. Whilst the matters of access, layout, scale, appearance and landscaping are reserved for subsequent approval the application submission includes an indicative site layout plan that demonstrates how the site could be developed. This indicative plan appears to demonstrate the provision of detached dwellinghouses. The design and access statement indicates the dwellings will be two-storey. Within the design and access statement access and indicative plan it is stated that the access will be from a single point from Woodland View.

4 The Site and Surroundings:

4.1 The site is known as Clevedon House and located within Woodland View in Wroughton. The site comprises of the main residence known as Clevedon House, an annex and a bungalow and are all under the same ownership. The site is approximately 0.62 hectares and bounded to the north by Black Horse Farm, to the east and south residential properties located on Woodland View and the site to the south is the former 'Hills Tip'. Clevedon House has an established and extensive frontage and benefits from two accesses off Woodland View. Woodland View is a relatively quiet cul de sac which lead to a local public house (The Check Inn). The main house is rendered and white washed with a clay tile and the principal garden area is to the rear and is enclosed by hedges and fences with approximately 0.26 hectares of the rear of site not within the development boundary of the Local Plan. The front area of the site is more open plan.

5 Representations:

5.1 Wroughton Parish Council:

Object to the application and comment:

- Contrary to the Local Plan Policy HA2- affordable housing.
- Contrary to Wroughton Neighbourhood Plan Policy RH3. No development will be permitted on any greenfield or brownfield site outside the village settlement boundary unless the site is allocated as a potential development site within the Wroughton Neighbourhood Plan. 75% of the site is within the settlement boundary.
- Incorrect information in the Design and Access Statement regarding the consultation process.
- Drainage strategy. Lack of information.
- Detrimental effect on neighbouring properties, opportunity to preserve more trees on the site and move the road to give existing properties more privacy from the development
- Lack of Engagement. The Parish Council agree, in principle to some development of this site and consider it to be a windfall site. The Parish Council suggested the applicant meet with the Parish Council but this has not been done.
- Request planning application be decided by Planning Committee

5.2 Neighbours:

Comments from: No 27 Woodland View: Objection. Object to the siting of the main access road, suffer increase noise and pollution from vehicles. The trees which currently provide noise protection are to be removed. Currently enjoy 'dark skies' being away from street lights and no development to the rear. Will suffer from obtrusive light unless the build is sensitive and progressive in outlook. As detailed in the WNP Potential to access this site from the site to the west. Ask applicant to wait. Loss of mature trees on the site, basic drains could not cope with the 10 new houses.

5.3 Highways Officer: The Highway Authority raise no objection, subject to conditions. Drainage strategy and Flood Risk Assessment is considered acceptable again subject to conditions.

5.4 Thames Water: No objection relating to water infrastructure capacity.

5.5 Contaminated Land Officer: No objection, subject to conditions being added requiring ground gas conditions.

5.6 Environment Agency: No objection.

5.7 Archaeologist: No objection.

5.8 Housing Enabling Officer: makes references to the site being over 0.5 hectares and the requirement of a target of 30% affordable homes should be provided on site.

6 Planning Considerations:

6.1 The main considerations with regard to the determination of this application are the principle of the proposal located outside of the settlement boundary, the impact upon the character of the area, highway safety and in these respects whether the proposals are in accordance with the provisions of the relevant policies of the Swindon Borough Local Plan 2026, the National Planning Policy Framework 2012 and Planning Practice Guidance 2014. Other issues raised within the representations received will also be covered to include: residential amenity, design/layout and drainage.

Adopted Local Plan 2026 (SBLP)

6.2 The Swindon Local Plan 2026 was adopted on 26th March 2015. The following adopted Swindon Local Plan 2026 policies are considered to apply and the degree of their weight in determining this application is discussed in the reasoning below.

- DE1 (*High Quality Design*) seeks high standards of design for all types of development

- HA1 (*Mix, Types and Density*); seeks a variety of densities, house types and sizes within larger developments whilst ensuring that they respect the character of the area;
- HA2 (Affordable Housing); seeks all developments of 15 homes or more, or on sites larger than 0.5 hectares to provide 30% affordable homes;
- TR1 (*Sustainable Transport Networks*) and TR2 (*Transport and Development*); seek to reduce the need to travel, and support and encourage the sustainable, safe and efficient movement of people and goods;
- RA2 (*Rural settlements*) Wroughton. Rural Settlements.
- SD2 (*The Sustainable Development Strategy*); aims to meet Swindon's development needs whilst protecting the Borough's most important assets.

Also of relevance is Swindon Borough Council's adopted Supplementary Planning Guidance Note: Technical Guidance on Parking Standards (2007), and Backland and Infill SPD.

National Planning Policy Framework 2012 (NPPF)

6.3 The National Planning Policy Framework came into force on 27th March 2012. It sets out the Government's planning policies for England and how these are expected to be applied.

6.4 Of particular relevance are sections: 4 'Promoting Sustainable Transport', 6 'Delivering a Wide Choice of High Quality Homes'; 7 'Requiring Good Design'; 11 'Conserving and Enhancing the Natural Environment'

Principle of Development:

6.5 The NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. The site is mostly situated within the village settlement of Wroughton and close to services and facilities and the local bus network. Design Policy DE1 states that high quality design is expected of all development in Swindon and the proposal must comply with this policy to be an acceptable form of development.

6.6 The Supplementary Planning Document 'Backland and Infill Development' is considered to be compliant with the NPPF. The Government launched the Planning Practice Guidance web-based resource on 6 March 2014. The content of the guidance has been considered but in light of the facts in this case the Planning Practice Guidance is not considered to offer any further new significant guidance that would materially affect the advice contained in the NPPF.

6.7 In considering backland development the Borough Council will pay particular attention to the living conditions of neighbours, the loss of trees or other vegetation (privacy, vehicle noise, car parking and over shadowing are of particular concern). If a new vehicular access is needed, highway safety must be ensured. The Borough Council will normally expect any infill or backland development to match neighbouring property in terms of land use, character, scale and appearance (including materials) and shape and proportions of buildings.

6.8 Paragraph 2.2 of the Supplementary Planning Document `Backland and Infill development states that a scheme should look generally in character with the existing built environment and should appear to naturally `belong'. The most satisfactory form of development will look as though it had been planned as part of the original design of the area. Paragraph 2.4 goes on to state that building plots should normally be of a similar size and shape to those prevailing in the immediate area. Proposals that would lead to over-development of a site will be resisted.

6.9 The Development Strategy is defined in Adopted Local Plan Policy SD2. Urban concentration supports key government objectives for sustainable development in the most accessible locations, whilst protecting the best of the countryside.

6.10 Policy SD2 makes a clear delineation between the parts of the Borough in which the principle of development would be generally acceptable (within settlements) and those where it generally would not (in the countryside). The policy limits development in the countryside, defined as those areas that are not within a settlement boundary. Policy RA2 (Wroughton) reiterates the proposal should be in accordance with Policies SD1 and SD2.

Paragraph 12 of the NPPF states that:

Proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise. (added emphasis)

6.11 Paragraphs 196 and 197 of the NPPF state that:

The planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. This Framework is a material consideration in planning decisions.

In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

6.12 Paragraph 10 of the NPPF states:

Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.

6.13 The adopted Local Plan is the embodiment of sustainable development in the area. The proximity to the proposed Hills development has potential to add to the sustainability of the site in terms of access to services, but it is not reason for approval in itself. Officers acknowledge that approving development outside the settlement boundary should not be made likely. However, taking into account the improvements to the proposal which include overcoming concerns relating to the area of land outside the settlement boundary and within an area of non-coalescence by increasing the rear gardens of the plots. Officers are of the opinion that an objection in principle is outweighed in favour of the proposal. It is also established that the site is within close proximity to the village centre and on a public transport route.

Wroughton Neighbourhood Plan 2015-2026:

6.14 The revised Wroughton Neighbourhood Plan (WNP) was submitted to the Borough Council on the 20 October 2015, and at the time of drafting this Report is undergoing independent examination. The plan is at an advanced stage and is considered to be a material planning consideration but until “made” following a successful examination and referendum it does not have the full weight of a development plan document. The proposed development is located adjacent to a site identified in the submitted Wroughton Neighbourhood Plan (WNP). This plan allocates several sites for housing; the site adjacent (Hills) to the proposed development is allocated under policy DP2, as suitable for a maximum of 120 homes.

6.15 Policy RH3 of the submitted WNP states that no housing development will be permitted on any greenfield or brownfield site outside the village settlement boundary unless the site is allocated as a potential development site within the Wroughton Neighbourhood Plan. This Policy effectively duplicates that part Policy SD2 of the Swindon Borough Local Plan and should be read in that context.

Highway Access, Safety and Parking:

6.16 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.

6.17 The Highway officer is satisfied that the Indicative Layout (Dwg 03) appears broadly acceptable at this stage, but details shall need to be agreed at the reserved matters stage, in accordance with the conditions listed.

6.18 On-site parking numbers and locations are details that would be assessed as part of the future reserved matters. Parking provision would be required to be in accordance with the adopted Technical Guidance on Parking Standards.

6.19 The proposal has been deemed to be satisfactory in terms of drainage and flood risk. However, further information will be required to be submitted, dependent upon the final scheme and appropriate conditions are put forward.

6.20 Officers acknowledge that some vehicle tracking (swept path analysis) has been carried out, however further information would be required to be submitted for a 10.6m long refuse collection vehicle, and needs to be tracked through all areas of the internal site and access. The LHA has raised concerns regarding the potential for surface water ponding/flooding of the proposed public highway areas within the site and to the front of the site access on the existing public highway (Woodland View). However, suitably worded conditions to prevent such surface water concerns are proposed to alleviate these concerns.

Design, Layout and Character:

6.21 The application has been submitted in Outline, with no elements being reserved. However, a plan showing how the stated maximum of 10 dwellings could be accommodated on the site has been submitted. This site layout plan (Dwg 03) is indicative only and therefore does not form part of the formal consideration of the application.

6.22 The proposed development will result in the demolition of a prominent local building albeit this building is not designated as a heritage asset and be replaced with 10 dwellings to the side and rear of the existing neighbouring properties. The proposed development is deemed to be in accordance with the Backland and Infill Development SPD relating to design and impact on local amenities.

6.23 It is, however, fair to suggest that the indicative layout submitted gives a good indication about the potential scale and layout of the development proposed. This is borne out by the Design & Access Statement which quotes the dwelling type and mix as shown on the indicative layout.

6.24 Swindon Local Plan policy DE1 states that high standards of design will be required for all types of development. Whilst the layout and form displayed on the illustrative site plan appears to be acceptable in terms of how this would fit in with the form and character of the area, as the application is outline, full details of the design and external appearance cannot be considered at this stage.

6.25 As detailed above the adjoining Hills site has a current planning application which is pending and the 'Illustrative Site Layout Plans' illustrates that the proposed housing will run along the southern boundary of Clevedon house. The two schemes appear to compliment

the other in regards to density and layout however officers stress that the 'Hills' site is still pending under consideration.

6.26 Local Plan Policy HA1 (Mix, Types and Density) states housing development should be design-led, in particular: densities, house types and sizes should reflect the character of the surroundings. Comments to the previous application noted that the proposed density of 22 dwellings per hectare, when including the site access road was not in keeping with the surrounding area and was inappropriate for the site. The revised application is proposing a much lower density (16 dwellings per hectare), with dwellings and gardens of a similar size and scale to the surrounding area.

6.27 The applicants have sought to address through the design, layout and density of the development previous which were raised under the withdrawn scheme in relation to Policy HA1. This scheme now addresses the concerns relating to the area of land outside the settlement boundary and within an area of non-coalescence by increasing the rear gardens of the plots in that area. It is also established that the site is within close proximity to the village centre and on a public transport route. Officers are satisfied after taking into account the existing condition of the site, that the scheme does not significantly harm the development strategy nor compromise the principle of non-coalescence in this area.

Noise and Residential Amenity:

6.28 Policy DE1 of the Swindon Local Plan 2026 requires consideration of amenity in terms of light, privacy, outlook, noise, disturbance, smell, pollution and space when considering development proposals. As the application is in outline details of design and layout cannot be assessed at this stage. Issues of separation distances between dwellings, overlooking, visual dominance, the impact of the development on the night time sky and the like thus cannot thus be considered here.

Biodiversity:

6.29 The National Planning Policy Framework (NPPF) 2012 requires biodiversity and geodiversity to be taken into consideration during the determination of applications. Policy EN4: Biodiversity and Geodiversity of the Submission Local Plan 2026 is relevant.

6.30 An ecology appraisal and a further bat survey have been submitted in support of the application, which includes a habitat survey to determine the type, quality and extent of habitats present. The results of the bat survey indicate that the main house or annexes are not in current use by roosting bats.

Landscaping and Trees:

6.31 This application for the 10 houses is on a site that is part outside the settlement boundary in the local plan, however from the landscape stance the proposed development

would not be considered to be detrimental to the character of the area. There are no overwhelming policy reasons why this outline application should be refused on landscape grounds. Landscape officers have identified that the site abuts the Whichelstowe mitigation area and thus its boundaries need to be carefully considered.

6.32 As the application is seeking outline permission, full details of the landscaping of the site are not for consideration at this stage and will be subject to a reserved matters application.

Affordable Housing:

6.33 In accordance with Policy HA2 as the site is greater than 0.5 hectares 30% affordable homes should be provided, subject to economic viability assessment. The applicant state that:

Due to the 'existing use value of the site' and the requirement for 'low density' redevelopment, it is not considered that the development can make provision of affordable housing, whilst remaining viable

6.34 The viability assessment has been independently tested which agrees that the scheme is not viable for the provision of affordable housing.

Infrastructure Requirements:

6.35 The development is located within the Council's adopted CIL Charging Schedule 6th April 2015 Residential Zone 2. The standard CIL rate applicable to the development as set out in the adopted CIL Charging Schedule is £55 per square metre of floor space.

Services: Utilities & Water Supply:

6.36 Matters regarding water supply, sewerage and drainage will be regulated by Thames Water and the Environment Agency as statutory authorities for those aspects.

6.37 The development may result in additional pressure or demand being placed on the existing sewage and water supplies in the area. In order to comply with the appropriate legislation, the developers will be obliged to recognise such demands and make the necessary provisions in conjunction with Thames Water as supplier that meet the demands of the new development without compromising the statutory service being offered to existing residents.

7 Concluding Comments:

7.1 The key consideration is that part of the site is outside of the settlement boundary and within the area of non-coalescence between Wroughton village and the Wichelstowe

development to the north. Notwithstanding the objection set out above from the Wroughton Parish Council, and the current 5-year housing land supply position, it is considered the development has been designed as such that it is in keeping with the surroundings and will have minimal adverse impacts on the countryside or the perception of coalescence at this location. It is also established that the site is within close proximity to the village centre and on a public transport route. On balance, the benefits of the proposals outweigh the harm of developing a non-allocated site located partly outside the village settlement boundary. It is considered to be in accord with the plan as a whole and the NPPF.

8 Recommendation:

8.1 That outline planning permission be **GRANTED** with Conditions.

Conditions

Timing and Duration

1 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 approval 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 with Section 92(2) of the Town and Country Planning Act 1990.

Reserved Matters

2 Approval of the details of the Access, layout, scale, appearance, and landscaping of the development (herein known as the reserved matters) for each development phase or sub phase shall be obtained from the Local Planning Authority prior to the commencement of any development within that particular phase or sub phase. The first application for the approval of reserved matters shall be submitted to the Local Planning Authority before the expiration of 2 years from the date of this permission. All subsequent reserved matters applications shall be submitted no later than 5 years from the date of this permission.

Reason: To accord with Section 92(2) of the Town and Country Planning Act as the application is in outline.

Time Limit for Start of Development

3 The development hereby permitted shall be begun either before the expiration of 5 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 (as amended).

Fire Safety

4 The Development hereby authorised shall not commence until details for the provision of a water supply network and/or hydrants to meet the fire-fighting needs of the development (to include installation arrangements and the timing of installation) have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be provided in accordance with the agreed details.

Reason: To reduce the risk from fire in the interests of public safety and local resilience.

Landfill Gas

5 In view of the fact that the site is located on or near a landfill site, the applicant or developer is required to determine whether landfill gases, including methane and carbon dioxide gas, are present in the soil and, if so, to undertake such measures as may be required to avoid the possibility of the gas entering the building(s) hereby permitted. Schemes for testing for methane gas and any subsequent works required to deal with any gas found to be present are to be submitted to the Local Planning Authority and must be agreed in writing prior to the commencement of the works hereby permitted.

Reason: To ensure the safety of the occupants of the development hereby permitted and the public generally

Prevent the ingress of landfill gas

6 Before the development hereby permitted commences, the developer shall submit to the Local Planning Authority full details of proposed building construction techniques to be incorporated into the development to prevent the ingress of landfill gas. The development shall be constructed in accordance with details approved in writing by the Local Planning Authority.

Reason: In the interests of the safety of future occupants of the development

Retention of Landscaping

7 All landscaping shall be carried out in accordance with the reserved matters approved scheme for each phase or sub-phase of the development; any planting carried out in accordance with these approved details that within a period of 5 years from the date planted, dies, is removed or becomes seriously damaged or diseased, shall be replaced in the next planting season with other(s) of similar size and species.

Reason: To safeguard all features of landscape interest in the interests of maintaining biodiversity and aesthetic value.

Tree Protection:

8 No materials, plant, soil or spoil shall be stored underneath, and no burning of materials shall take place within 5 metres of the furthest extent of, the canopy of any tree or group of trees on the site shown for retention on the approved plans. No existing tree shall be lopped, topped, felled, destroyed or wilfully damaged including any damage to roots, without the prior written consent of the Local Planning Authority

Reason: To ensure minimal interference with trees that are to be retained on the land and ensure that damage does not occur to the trees during building operations.

Slab levels

9 Prior to the commencement of works on site in connection with the development hereby permitted, details of the proposed slab levels of the building(s) 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.

Construction Management Plan

10 No development shall commence on site until a Construction Management Plan has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme for the duration of the works. This Plan shall provide for details relating to:

- Access and parking arrangements for site personnel, contractors, and visitor arrangements for delivery and removal of materials;
- Arrangement for loading, unloading, and storage of plant and materials;
- Provision for wheel washing facilities for construction traffic. It is a requirement of this condition that wheel washing facilities will be used by all operatives exiting the site so to prevent mud and detritus being brought on to the public highway;
- Arrangements for protecting and/or diverting Public Rights of Way either within the site boundary or adjacent to the site, including any necessary temporary or permanent diversions of those routes;
- A scheme for routing, control of traffic associated with the construction [including arrangements of all HGVs], and temporary signage on the A4361 and surrounding roads during the construction and decommissioning phases.

Reason: To safeguard the amenity of adjoining land uses and occupiers and in the interests of highway safety.

Highways Condition

11 Prior to the commencement of any works on site, the proposed estate roads, footways, footpaths, verges, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, driveway gradients, car parking and street furniture shall be constructed and laid out in accordance with details to be submitted to and approved in writing by the Local Planning Authority. For this purpose, plans and sections indicating, as appropriate, the design, layout, levels, gradients, materials, and method of construction shall be submitted to the Local Planning Authority.

Reason: To ensure that the roads are laid out and constructed in a satisfactory manner

Surface Water

12 Prior to the commencement of any works on site, details of the provision for the sustainable disposal of surface water within the site so as to prevent its discharge onto the highway, shall be submitted to and approved in writing by the Local Planning Authority, and fully implemented to the satisfaction of the Local Planning Authority.

Reason: In the interests of amenity and highway safety

Footways

13 The proposed footways shall be constructed in such a manner as to ensure that each dwelling, before it is occupied, shall be served by a properly consolidated and surfaced footway to at least wearing course level between the dwelling and existing highway.

Reason: To ensure that the development is served by an adequate means of access

Construction of roads

14 The proposed access road, including turning spaces and all other areas that serve a necessary highway purpose, shall be constructed in such a manner as to ensure that each dwelling, before it is occupied, shall be served by fully functional highway, the hard surfaces of which are constructed to at least basecourse level prior to occupation and bringing into use.

Reason: To ensure that the development is served by an adequate means of access to the public highway in the interests of highway safety

Visibility

15 Before the access hereby permitted is first brought into use, the area between the nearside carriageway edge and lines drawn between a point 2.4m back from the carriageway edge along the centre line of the access and points on the carriageway edge 43m from and on both sides of the centre line of the access shall be cleared of obstruction to visibility at and above a height of 1.05m above the nearside carriageway level, and thereafter maintained free of obstruction at all times.

Reason: In the interests of highway safety

Consolidated turning area

16 The dwellings hereby approved shall not be occupied until a properly consolidated and surfaced turning area for vehicles has been constructed to the satisfaction of the Local Planning Authority within the site, in accordance with details which shall have been submitted to and approved by the Local Planning Authority. Such turning space shall not thereafter be used for any other purpose.

Reason: In the interests of highway safety

Waste Collection/Storage

17 Before the development hereby authorised is first occupied, suitable waste storage/collection areas should be provided in accordance with details that shall have been submitted and approved by the Local Planning Authority that allows for the convenient storage of waste and unrestricted access at all times. Such storage areas shall be retained for so long as the use hereby authorized remains on site.

Reason: In the interest of amenity

Footway reinstatement

18 The development hereby approved shall not be first occupied until the existing access has been reinstated as raised footway and its use permanently abandoned, in a manner to be agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety

Restriction on use of garages

19 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), the use of the garage hereby permitted shall be limited to the domestic and private needs of the occupier and shall not be used for any business or other purpose whatsoever.

Reason: To safeguard the amenities and character of the area and in the interests of highway safety

Garage and Parking spaces

20 No dwelling hereby permitted shall be occupied until the garages and parking spaces allocated to that property have been provided, in accordance with Swindon Borough Councils Parking Standards. Such garages and parking spaces shall be kept clear of obstruction and retained only for the parking of vehicles in connection with the use of each property as a dwellinghouse

Reason: To ensure that satisfactory provision is made for the parking of vehicles off the highway at all times

Garage doors

21 Any garage doors shall be at least six metres from the highway boundary.

Reason: In the interests of highway safety

Cycle Parking

22 Before the development hereby permitted is brought into use, secure parking facilities for cycles conforming to Swindon Borough Councils Parking Standards shall be completed in accordance with details and materials to be submitted to and approved in writing by the Local Planning Authority, and shall be retained and maintained thereafter for the duration of use.

Reason: In the interest of cycle user safety and transport sustainability

Drainage

23 Development shall not begin until a surface water drainage scheme for the site, in accordance with the approved drainage strategy, 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:

- Details of how the scheme shall achieve the required final site discharge rate of no greater than 5 litres per second;
- Detailed drainage plan showing the location of the proposed SUDs and drainage network;
- Details of how the scheme shall be maintained and managed after completion;
- Details of how the hierarchy approach has been provided through a range of SUDs techniques in accordance with best practice and NPPF including above ground storage utilising open space where technically possible;
- Detailed drainage calculations for rainfall events up to and including the 1 in 100 year plus climate change event to demonstrate that all SUDs features and the drainage network can cater for the critical storm event for its lifetime; and
- The submission of evidence relating to accepted outfalls from the site, particularly from any third party network owners.

Reason: To ensure development does not increase the risk of flooding elsewhere; in accordance with Paragraph 103 of the National Planning Policy Framework (NPPF) and Policy EN6 of the adopted Swindon Local Plan 2026.

Ecology

24 Prior to the commencement on site in connection with the development hereby permitted, a scheme shall be submitted to the Local Planning Authority for approval in writing to provide opportunities for ecological enhancement at the site, that could include the creation of new erecting bird boxes, provision of new opportunities for bats and native planting with any new shrub and tree planting. The landscape management plan shall thereafter be implemented in accordance with the approved details

Reason: In the interest of the ecological enhancement of the site.

Plans and drawings

25 This approval shall be in respect of the following plans and documents:

Sharples Tree Services: A predevelopment arboricultural report dated 18th June 2014, received 4th August 2015

Planning, Design and access statement land at Clevedon House, Wroughton. July 2015, received 4th August 2015

Bat Survey Report prepared by EDP. EDP2370. Received 4th August 2015

Craddys Drainage strategy received 4th August 2015

Entran Transport Statement dated July 2015 received 4th August 2015

Foundations archaeology report 987, August 2014 revised 4th August 2015
 Ecological Appraisal, July 2014, received 4th August 2015
 Proposed Site Sections dwg005 Rev B dated 4th August 2015
 OS Plan Dwg 1 received 4th August 2015
 Site Layout Dwg 003 Rev D received 4th August 2015
 Site survey Dwg 002 received 4th August 2015
 Craddys proposed drainage layout dwg 9957-0050 Rev C received 4th August 2015
 Carter Jonas appraisal Report dated February 2016 received 10th February 2016
 Atwell Martin Viability Appraisal report dated 13th October 2015

Informatives

Wiltshire Fire and Rescue Sprinklers

1 The applicant's attention is drawn to the contents of the Wiltshire Fire and Rescue Service letter dated 20th August 2015 and the recommendations contained therein in relation to the installation of sprinklers.

CIL

2 This development proposal 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 a development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. CIL would remain relevant in the event that planning permission were allowed by planning appeal.

Separate Highway Approval

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

Highway agreements:

4 The Local Highway Authority require the developer to enter into legally binding agreements to secure the proper implementation of improvements or alterations to existing public highway and for any new works that the developer intends shall be potentially adoptable as public highway. Further information in this respect may be obtained by contacting Swindon Borough Council's Transport Development Management team.

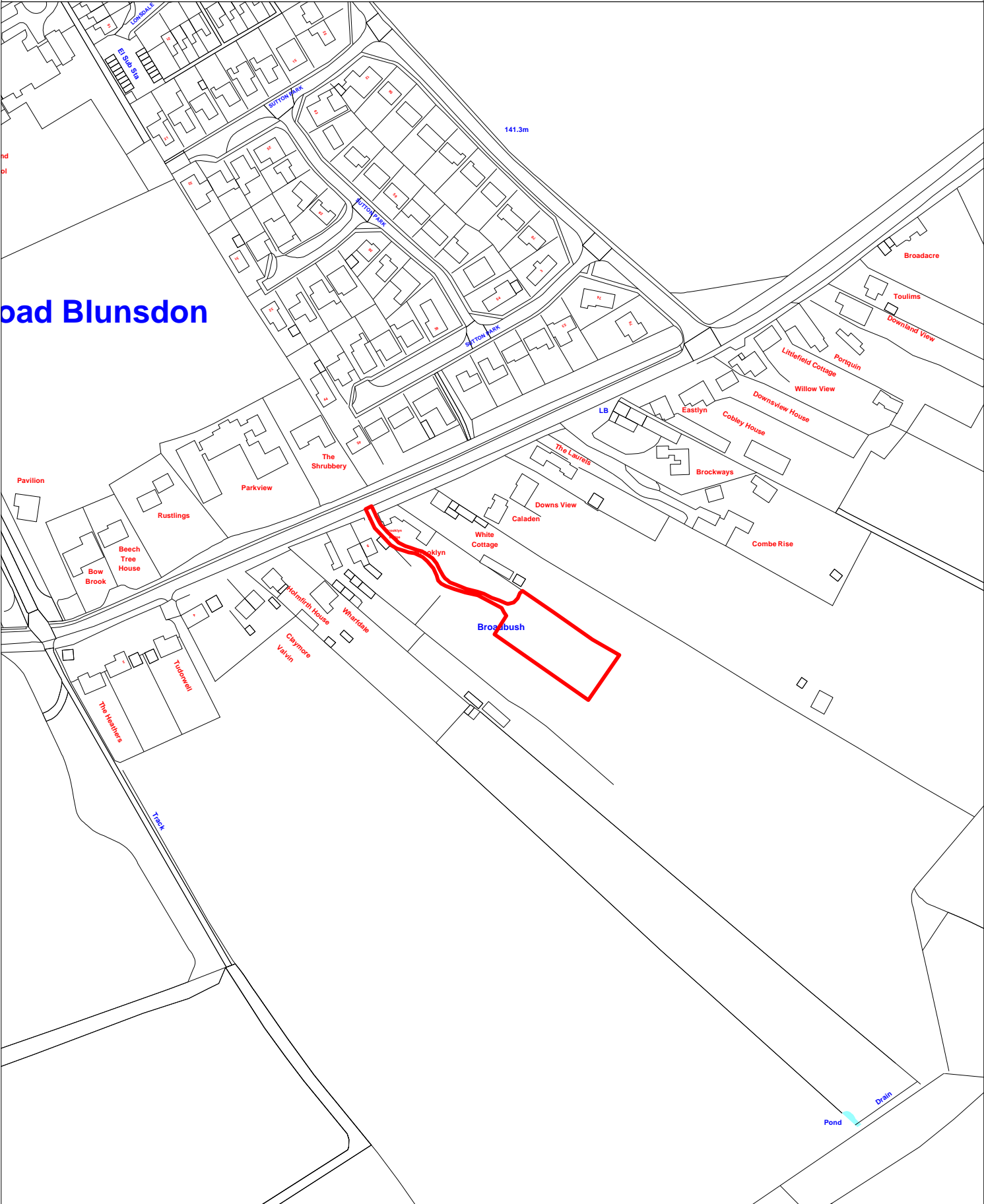
APC

5 The Local Highway Authority 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.

Street Naming

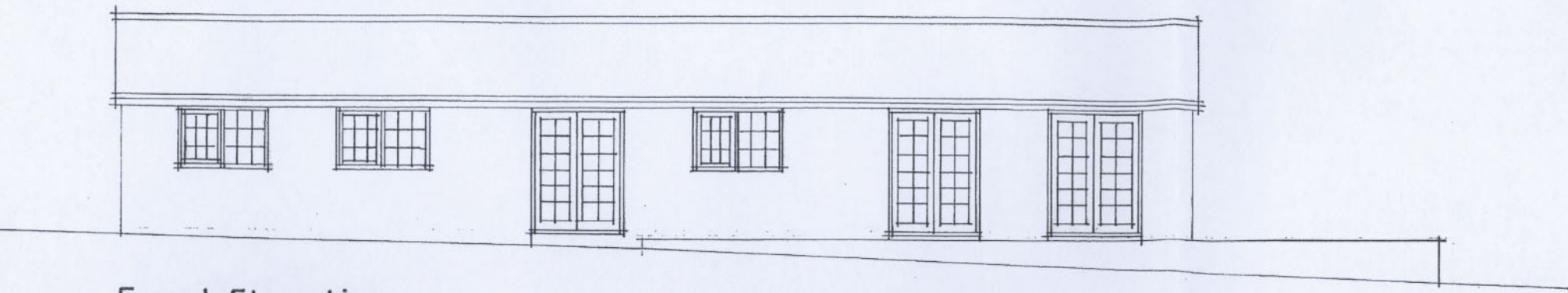
6 In addition to this consent, under the Town Improvement Clauses Act 1847 the applicant is required to contact SBC's Street Naming & Numbering Officer as soon as possible with regard to registering new or changes to the official address of any properties within this development.

Retention and extension of existing dwelling.
Brooklyn Lodge Broad Bush Blunsdon Swindon SN26 7DH

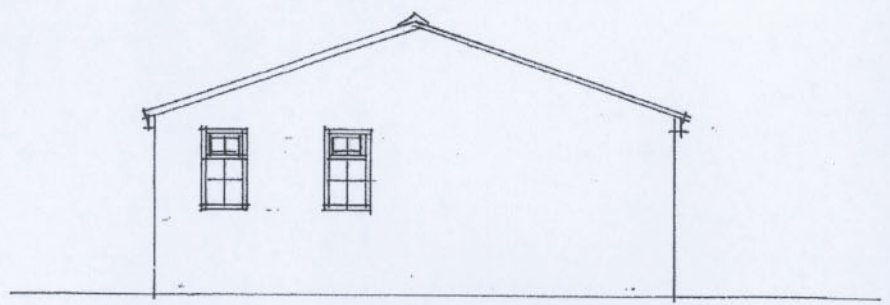




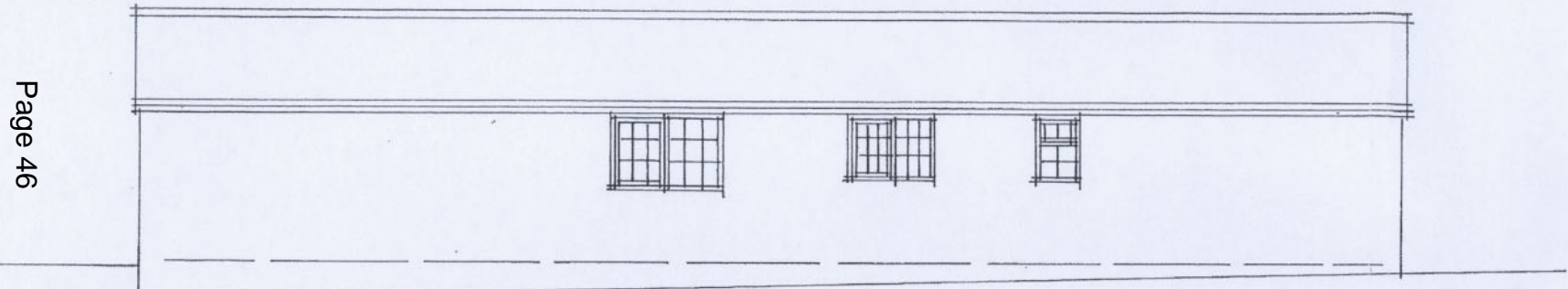
Page 45



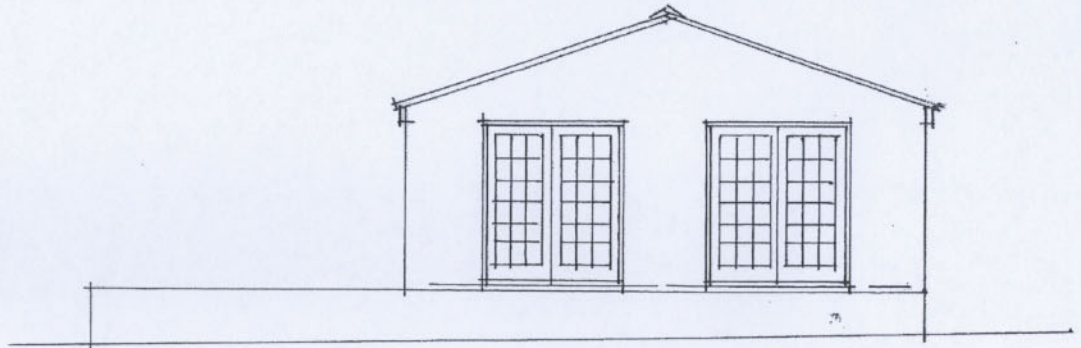
Front Elevation



Side Elevation

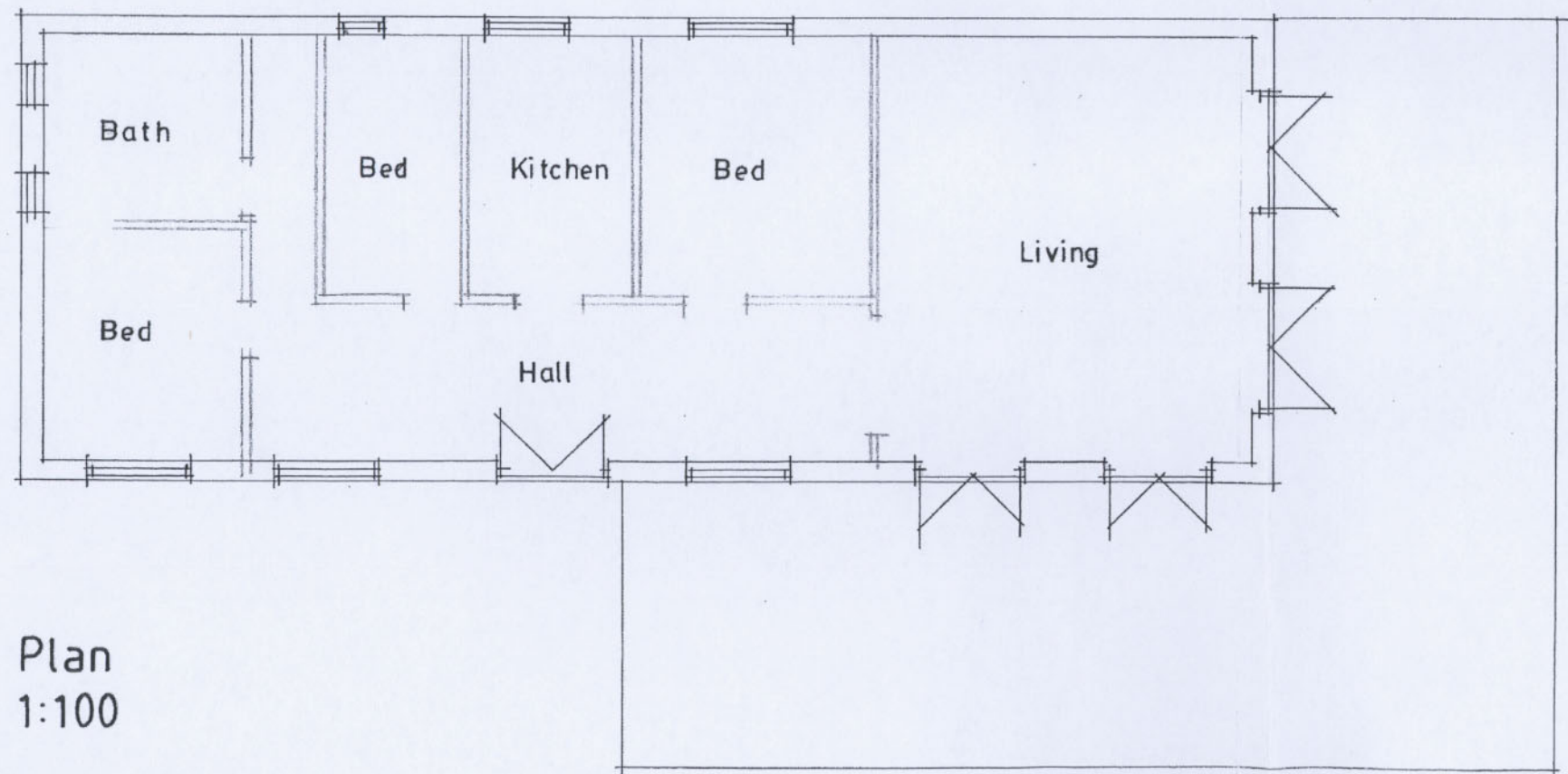


Rear Elevation

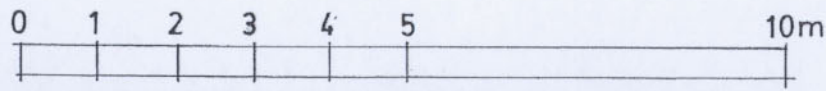


Side Elevation

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Plan
1:100



lpc
Planning Consultants
Tel : 01285 841433

Client : Mr N Ball

Project : Proposed Extension
Brooklyn Lodge

Drawing : EXISTING
Plan and Elevations

Swindon Borough Council
Planning Department
18 FEB 2016
12 FEB 2016

5151919

Date : September 2015 Scale : 1:100

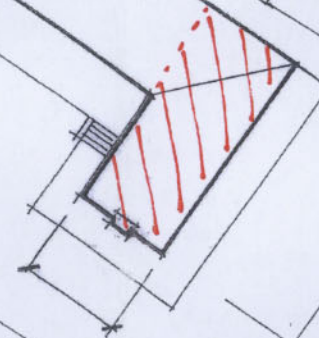
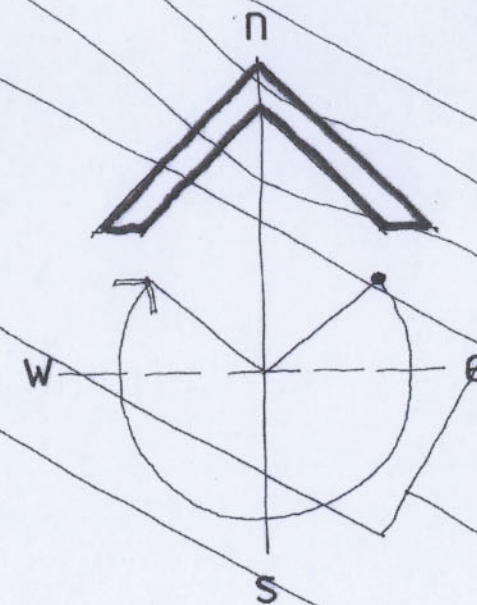
Drawing Number : LPC/3817/EX/1

REVISED

Brooklyn

Existing access

BROADBUSH



PROPOSED
EXTENSION

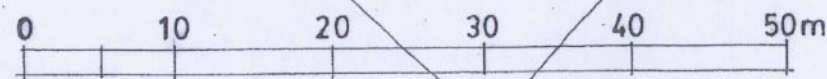
Swindon Borough Council
Planning Department

18 FEB 2016

12 FEB 2016

Slisling

SITE LAYOUT PLAN
1:500



lpc

Planning Consultants
Tel : 01285 841433

Client : Mr N Ball

Project : Proposed Extension
Brooklyn Lodge

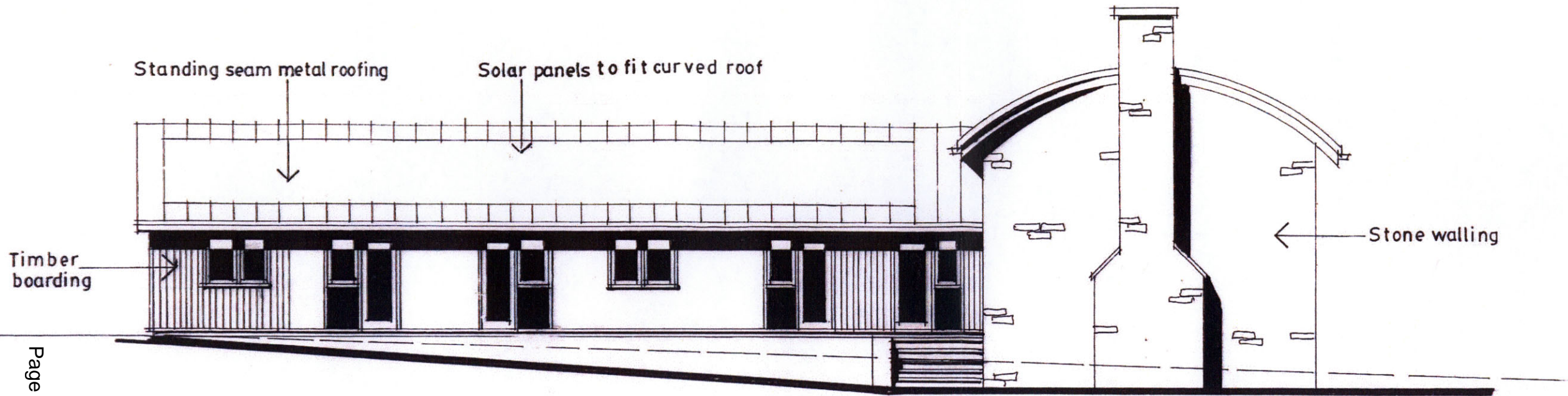
Drawing : SKETCH DESIGN 4
Site Layout Plan

Date : November 2015

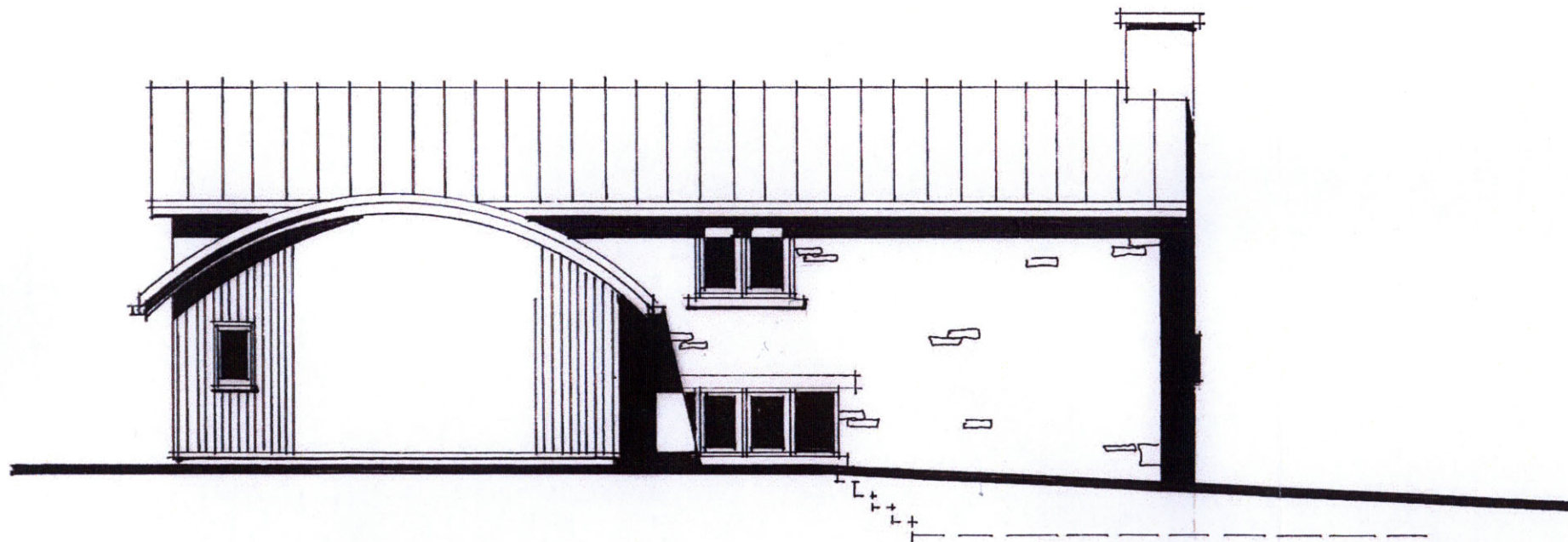
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REVISED

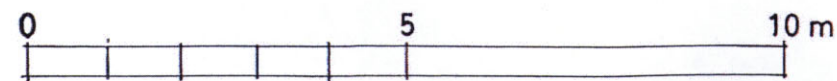


Front Elevation

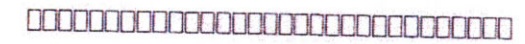


Side Elevation

1:100

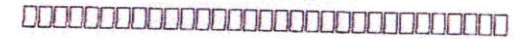


Sl/Sl/19/19



lpc

Planning Consultants
Tel : 01285 841433



Client : Mr N Ball

Project : Proposed Extension
Brooklyn Lodge

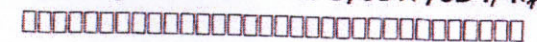
Drawing : SKETCH DESIGN 4
Elevations 1

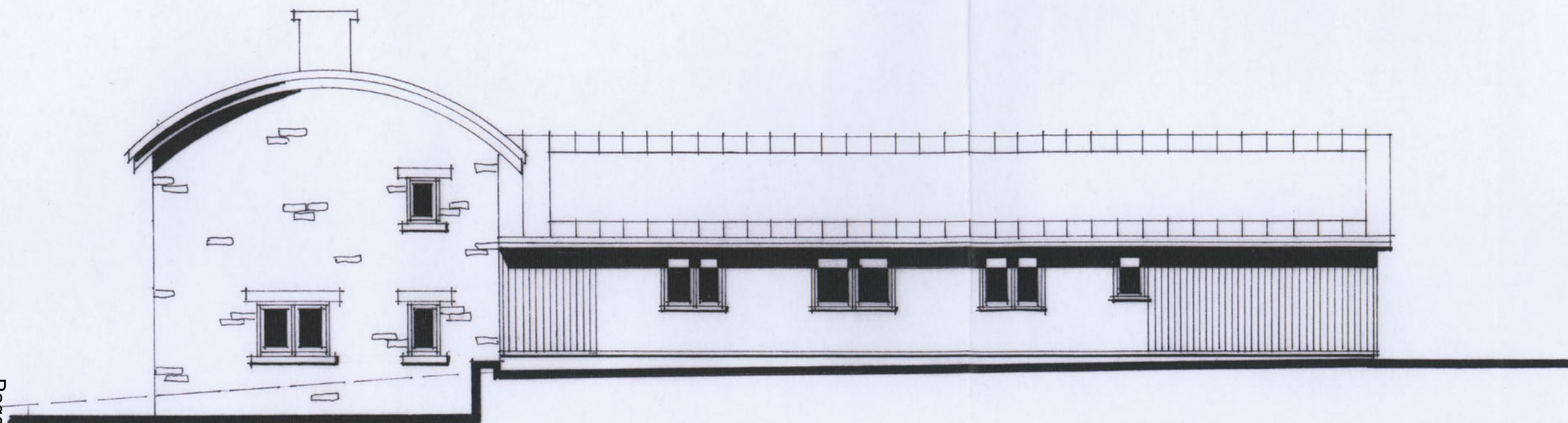


Date : October 2015

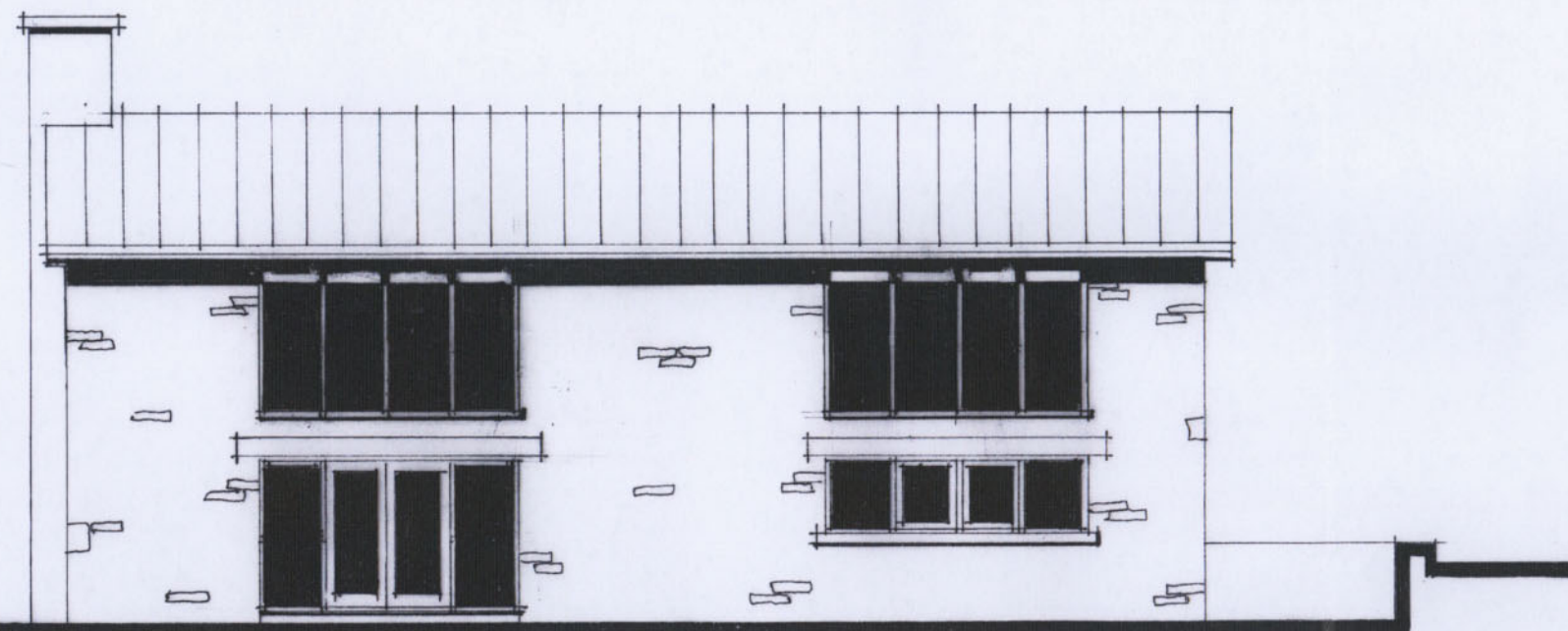
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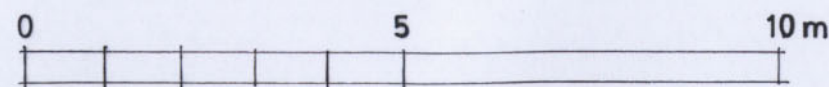


Rear Elevation



Side Elevation

1:100



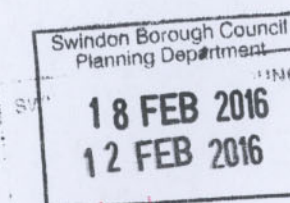
l p c

Planning Consultants
Tel : 01285 841433

Client : Mr N Ball

Project : Proposed Extension
Brooklyn Lodge

Drawing : SKETCH DESIGN 4
Elevations 2

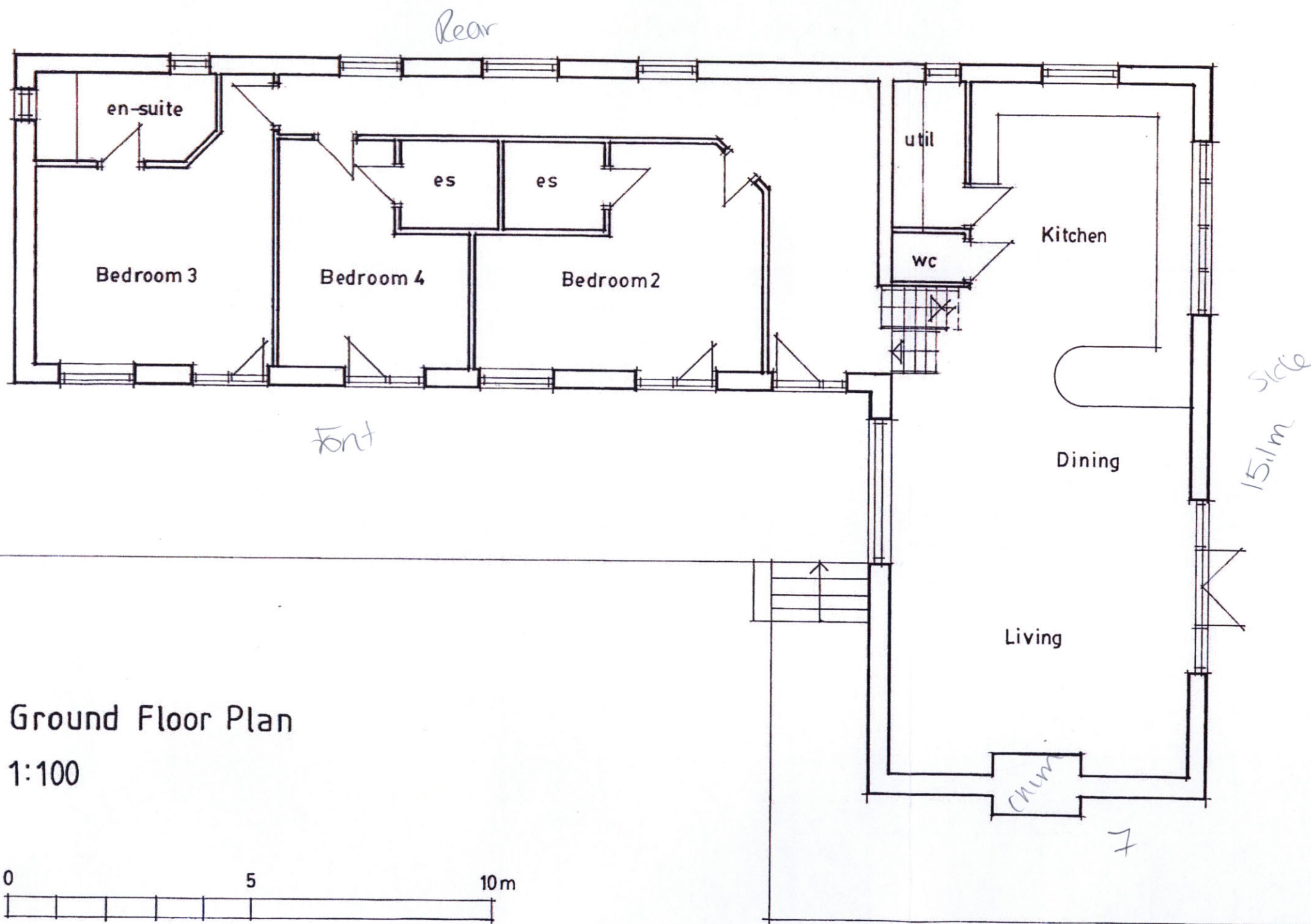


Date : October 2015

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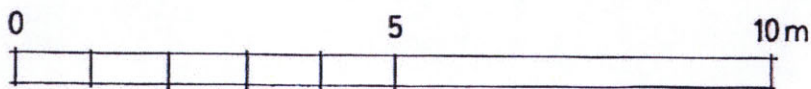
Drawing Number : LPC/3817/SD4/5/B

REVISED



Ground Floor Plan

1:100



Slisla1919

lpc

Planning Consultants
Tel: 01285 841433

Client : Mr N Ball

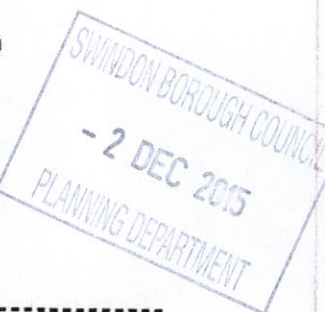
Project : Proposed Extension
Brooklyn Lodge

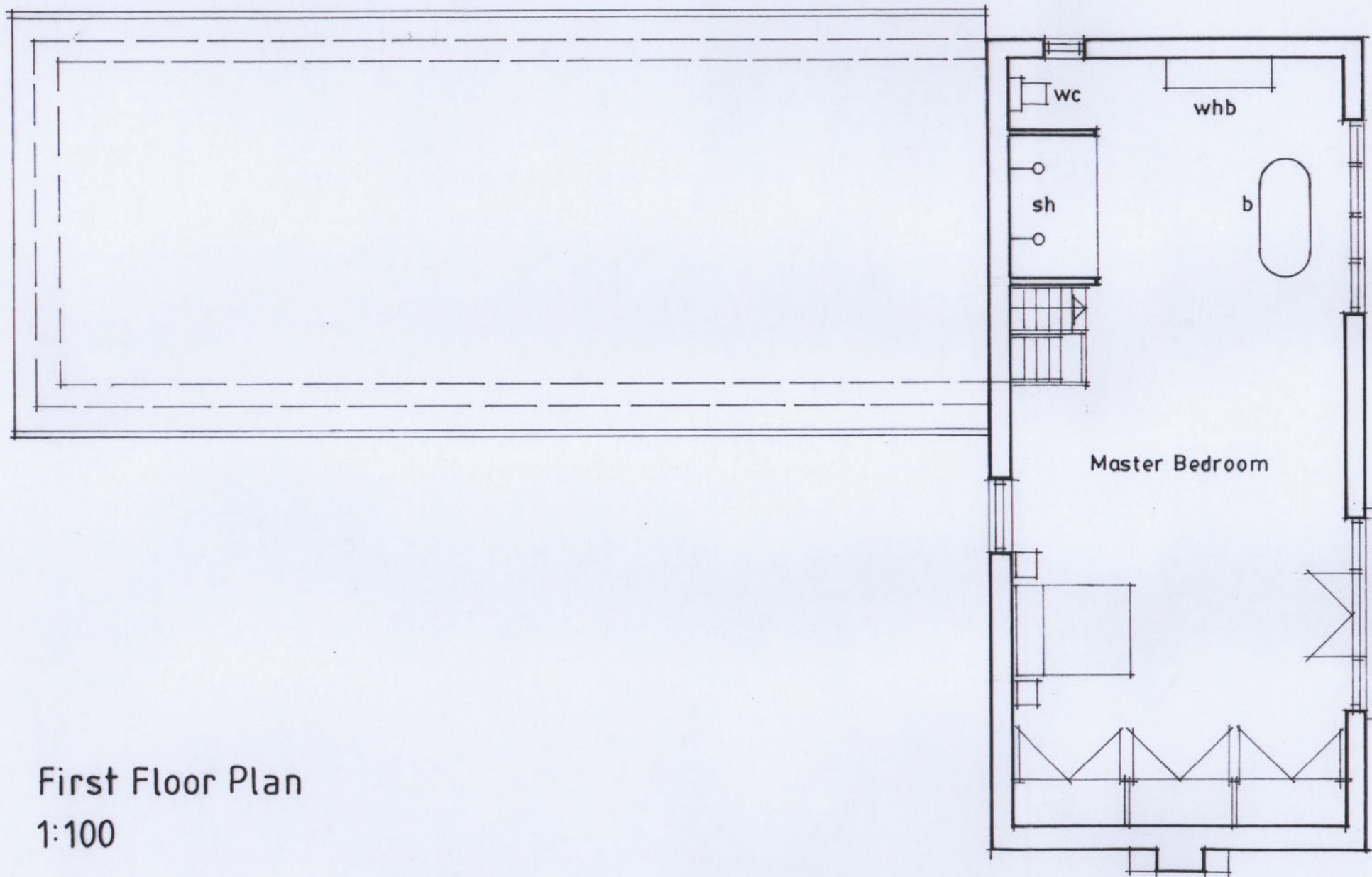
Drawing : SKETCH DESIGN 4
Ground Floor Plan

Date : October 2015

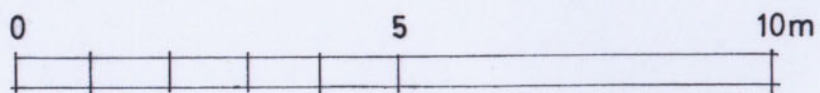
Scale : 1:100

Drawing Number : LPC/3817/SD4/2





First Floor Plan
1:100

[illegible]

l p c

Planning Consultants
Tel : 01285 841433

[illegible]

Client : Mr N Ball

**Project : Proposed Extension
Brooklyn Lodge**

Drawing : SKETCH DESIGN 4
First Floor Plan

Swindon Borough Council
Planning Department

18 FEB 2016
12 FEB 2016

Shishang

Date : October 2015

Scale : 1:100

Drawing Number : LPC/3817/SD4/3

□ □

REVISED

COMMITTEE REPORT

Item Number: 8

Application Number: S/15/1919/JROD

Ward: Blunsdon And Highworth

Parish:

Blunsdon St Andrew

Proposal: Retention and extension of existing dwelling.

Site Location: Brooklyn Lodge , Broad Bush, Blunsdon

Case Officer: Miss Jane Rodens

Agent:

Mr Simon Chambers
LPC(Trull) Ltd
Trull
Tetbury
Gloucestershire
GL8 8SQ

Applicant

Mr N Ball

C/o Agent

Officer Report

1. Background

- 1.1. This application has been called into Planning Committee by Blunsdon Parish Council.

2. Summary of Recommendation

- 2.1. That planning permission be GRANTED with conditions

3. The Proposal

- 3.1. This application seeks full planning permission for the erection of a two storey extension, alterations to existing dwelling and the continued use as a dwelling.
- 3.2. The extension is to be 7m wide and 15.2m long, this is to protrude from the south east elevation of the property. There is to be curved roof on the extension with a height of 7m to the ridge and 5.3m to the eaves. There is to be a chimney with a height of 1.1m. The ground floor is to accommodate a kitchen, utility, WC and dining/living room.
- 3.3. The other alterations to the property are to change the roof from dual pitched to curved of the existing property. This is to have a height of 4.5m to the ridge and 2.5m to the eaves. The roof is to be metal with solar panels. The ground floor is to accommodate 3 bedrooms all with en-suites.
- 3.4. The windows on the existing building are also proposed to be altered. There are to be additional windows and doors on the extension,

- 3.5. The proposed external finishes are to be different to the existing dwelling which is rendered Natural stone and hardwood cedar vertical boarding is proposed to be introduced on the walls. The roof is to be domed with standing seamed metal sheeted roof. The resulting structure will have the appearance of a new building.

4. The Site and Surroundings

- 4.1. The application site comprises of an area of land to the rear of Brooklyn. There is an access road to the property from Broad Bush. Currently the property is a bungalow (Brooklyn Lodge). The land slopes away from the site.

5. Representations

- 5.1. Neighbours: No comments received
- 5.2. Parish Council: The Parish Council is opposed to this retrospective application as the building constitutes backland development and could set a precedent for further independent dwellings in this location. The provision of services and soakaways are required.

6. Planning Considerations

- 6.1. The key considerations relate to the design and appearance of the proposal in relation to the host dwelling and surrounding area, the impact upon the neighbour's amenity must also be taken into consideration.
- 6.2. The Government launched the Planning Practice Guidance web-based resource on 6 March 2014. In this case it is considered that the Planning Practice Guidance does not provide any further new guidance that would materially affect the advice contained in the NPPF.
- 6.3. The Swindon Borough Local Plan 2026 adopted on the 26th April 2015 is the development plan that is to be used. The policies that apply to this application is: DE1
- 6.4. The Residential Extensions and Alterations (2011) provides more detailed guidance to ensure that any development is of high quality
- 6.5. Policy DE1 (High Quality Design) of the Swindon Borough Local Plan 2026 states that high standards of design are required for all types of development. Proposals for development shall respond to should address the objectives of sustainable development through high quality design and place-making principles in respect of, context and character, layout, form and function of the development, amenity and quality of the public realm.
- 6.6. Policy TR2 (Transport and Development) of the Swindon Borough Local Plan 2026 part h states that, parking provision, including secure cycle and motorcycle parking, should be provided in accordance with the Council's adopted parking standards.

Policy NC5 (Kingsdown (East of the A419)) of the Swindon Borough Local Plan

2026 is in regards of the coalesce between the Kingsdown Allocation and the village.

Principle of location

- 6.7. The location of the dwelling is outside the settlement boundary located in the rear garden of Brooklyn. Along Broad Bush there are other properties that have similar and larger properties and development in the rear gardens. Brooklyn Lodge is accessed past original house on the site.
- 6.8. The property is already located in the rear garden of Brooklyn Lodge and through research it appears that council tax has been paid on the property for the last 4 years. The Local Planning Authority does not have evidence to contradict that the building has been in place for more than 4 years and that could make the building immune from enforcement action. Whilst there is no certificate of lawfulness for the property, and the balance of probability it is unlikely that the Local Planning Authority could disprove that the dwelling has been in place for four years. On that basis it seems reasonable to grant permission for the retention of the dwelling. No evidence has been forthcoming from the Parish or Local Residents to contradict this.
- 6.9. The committee is asked to consider this as part of the application, if this is not agreed, it would not be appropriate to grant this permission which seeks to retain and extend the dwelling.
- 6.10. The design of the additional alterations are untraditional, but the curved roof takes its curves from Agricultural buildings (Dutch Barn) and given the location, it is considered, on balance, to be acceptable.
- 6.11. The site is located within the area of non-coalescence between the Kingsdown new development area and Broad Blunsdon, subject to Local Plan Policy NC5. However as the development involves the re-use, conversion and extension of an existing building as a scale appropriate to its location, it is considered to accord with criterion f of Policy NC5.

Impact on the area

- 6.12. It is considered that there would be minimal impact on the surrounding area due to the location of the proposal. The proposal is located well to the rear of Brooklyn Lodge, there is an access road to the property from the main dwelling. A wall splits the two sites off and the dwelling has a large area of land to the rear. The main bulk of the development is to be located away from the main highway. Therefore there would be no impact on the streetscene and minimal impact upon the surrounding area.

Impact on the neighbouring amenity

- 6.13. The additional windows on the property are located to the rear, which face the rear garden of the proposal. These do not face any of the neighbouring properties therefore there would be minimal impact in regards of overlooking. There is a window on the side elevation that faces to the north east. As this is not towards any private part of the neighbouring gardens it is deemed that there

would also be minimal impact.

Highways

- 6.14. It has been identified to the front of the property there are 3 car parking spaces. This is therefore adequate to meet the requirements of Policy TR2 of the Swindon Borough Local Plan 2026 (2015).

Other Matters

- 6.15. As the application involves the regulation of development, to grant planning permission for the new dwelling, it is open to the Local Planning authority to oppose controls and conditions as if it were a new development in particular, conditions restricting parking spaces and out buildings within the curtilage.

7. Concluding Comments

- 7.1. The extension and the continued use of the property as a dwelling use is, in balance, considered not to harm the character of the host property or the amenity of the neighbouring properties. The development is compliant with Policies DE1, NC5 and TR2 of the adopted Swindon Borough Local Plan 2026, Residential Extensions & Alterations Supplementary Planning Document (2011) and the NPPF. Therefore it is recommended that planning permission be approved.

8. Recommendation

- 8.1. That planning permission be GRANTED with conditions

Conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town & Country Planning Act 1990.

2. This approval shall be in respect of drawing LPC/3817/SD4/1, LPC/3817/SD4/2, LPC/3817/SD4/3, LPC/3817/SD4/4B, LPC/3817/SD4/5B, LPC/3817/EX1/1 plan received by the Local Planning Authority on 18th February 2016. 1:1250 ordnance survey site location and Supporting Statement received by the Local Planning Authority on 2nd December 2015.

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

3. Prior to the commencement of works on site in connection with the development hereby permitted, 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. Parking spaces for a minimum of 3 cars as identified on the submitted plans shall be retained and kept clear for that use in connection with the development hereby authorised for so long as the dwelling is occupied..

Reason: In the interests of amenity and road safety.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 and any Order revoking and re-enacting that Order, no development falling within Class E (a) of Part 1 of Schedule 2 of the that order shall take place within the curtilage of the site without the prior express consent of the Local planning Authority.

Reason: To avoid an over proliferation of buildings in the countryside in the interests of amenity.

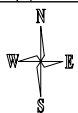
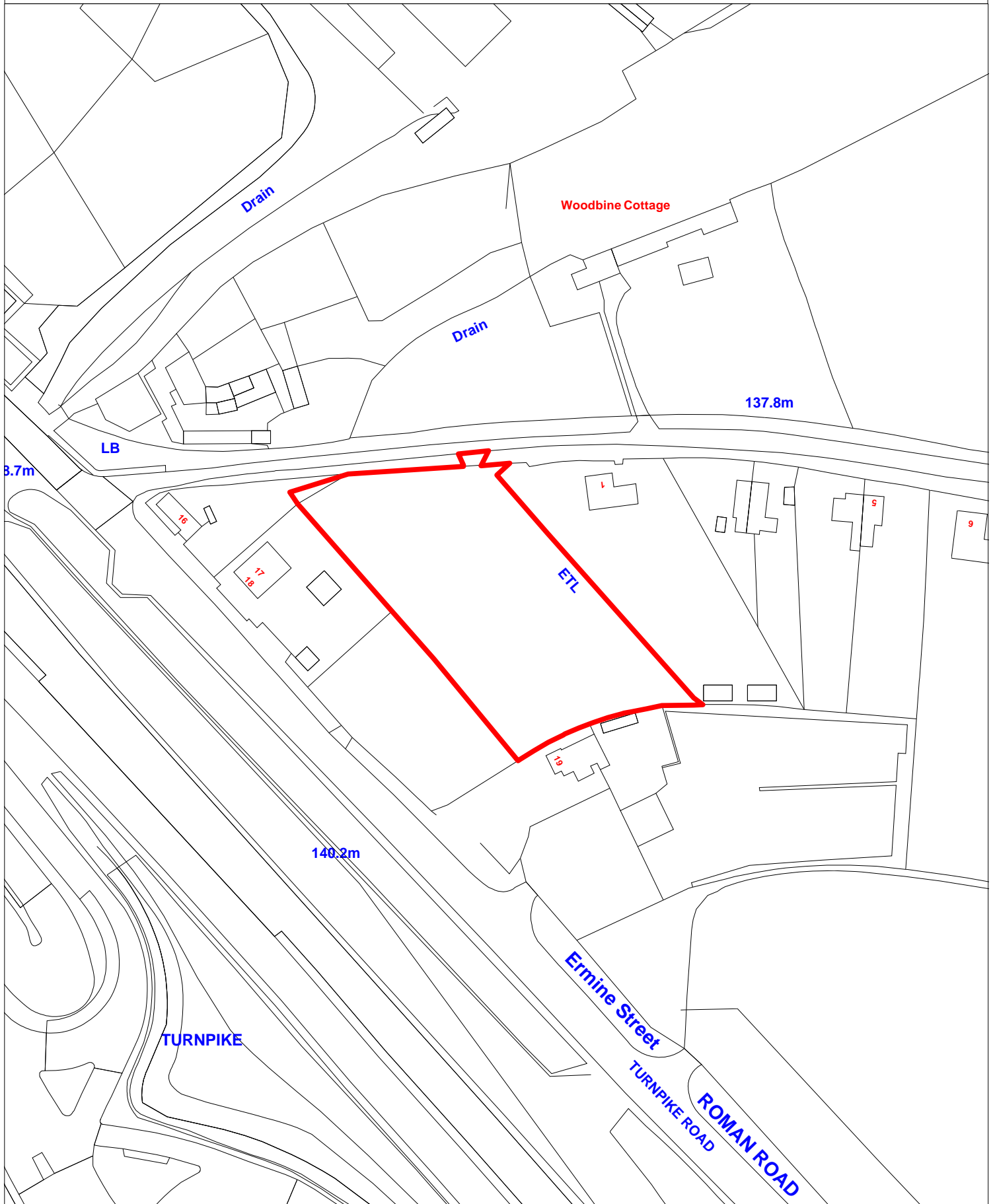
Informatives

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.

Erection of 4no. detached dwellings and associated works

Land Adjacent To 1 Kingsdown Lane Blunsdon Swindon SN25 5DL



This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
In all cases references should be made to the submitted plans.

S/15/1950

Erection of 4no. detached dwellings and associated works

Land Adjacent To 1 Kingsdown Lane Blunsdon Swindon SN25 5DL

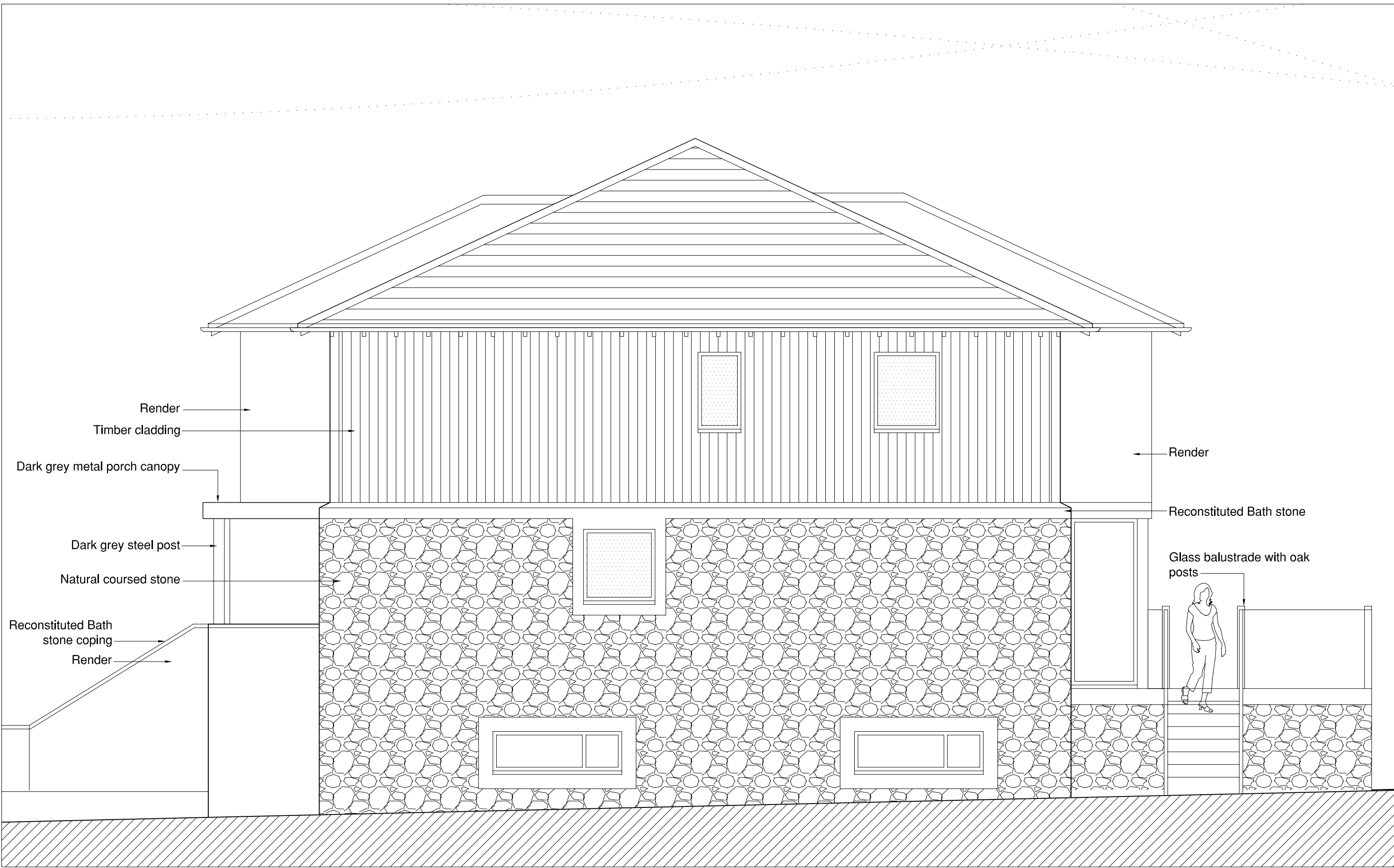


This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
In all cases references should be made to the submitted plans.

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01 Proposed Rear Elevation - PLOT I
PL-004 1:50 @ A1, 1:100 @ A3



02 Proposed North Side Elevation - PLOT I
PL-004 1:50 @ A1, 1:100 @ A3



03 Proposed Front Elevation - PLOT I
PL-004 1:50 @ A1, 1:100 @ A3



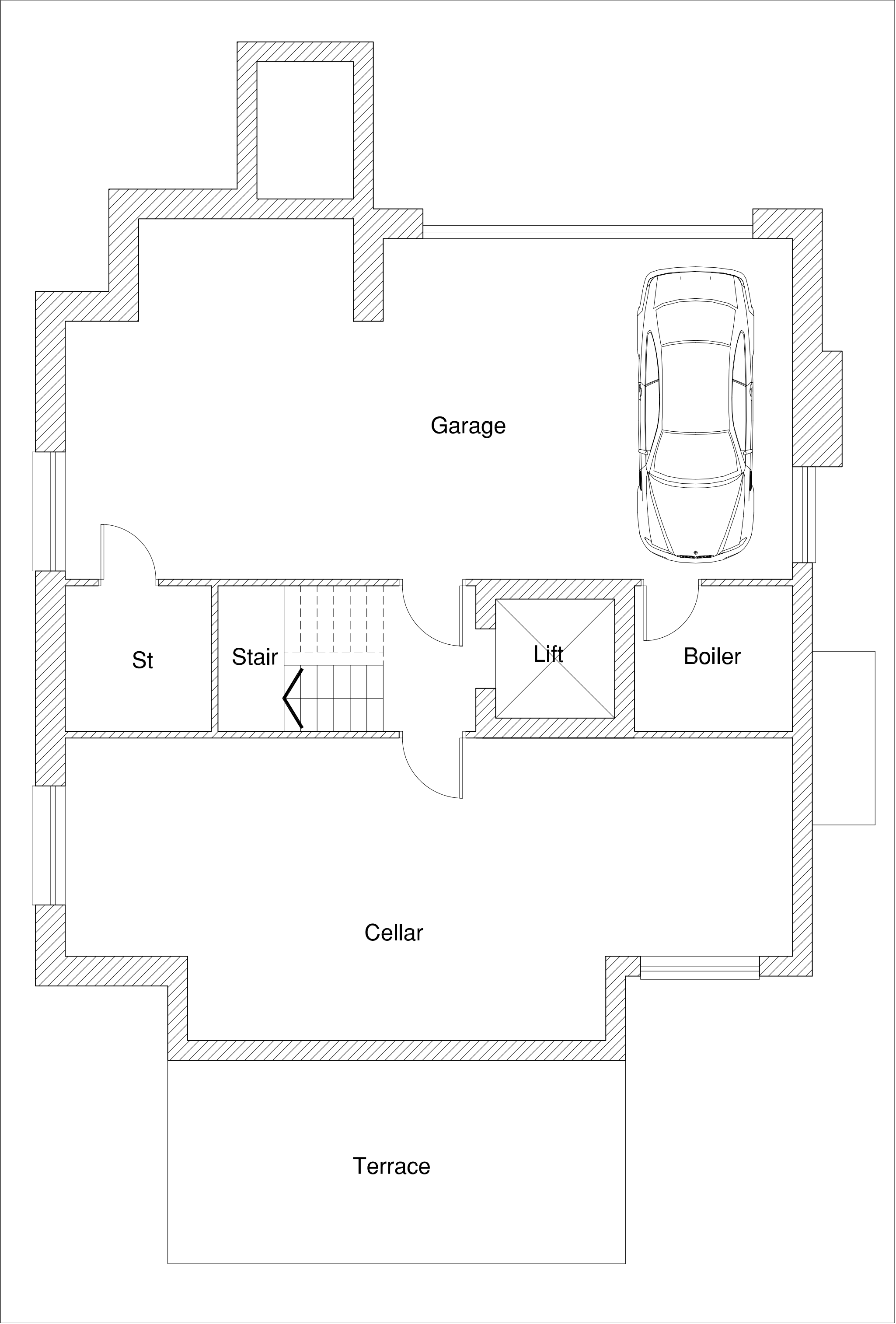
04 Proposed South Side Elevation - PLOT I
PL-004 1:50 @ A1, 1:100 @ A3

17.2.16	Ground levels altered to match site layout	B
26.1.16	Design changed	A
Date		Rev

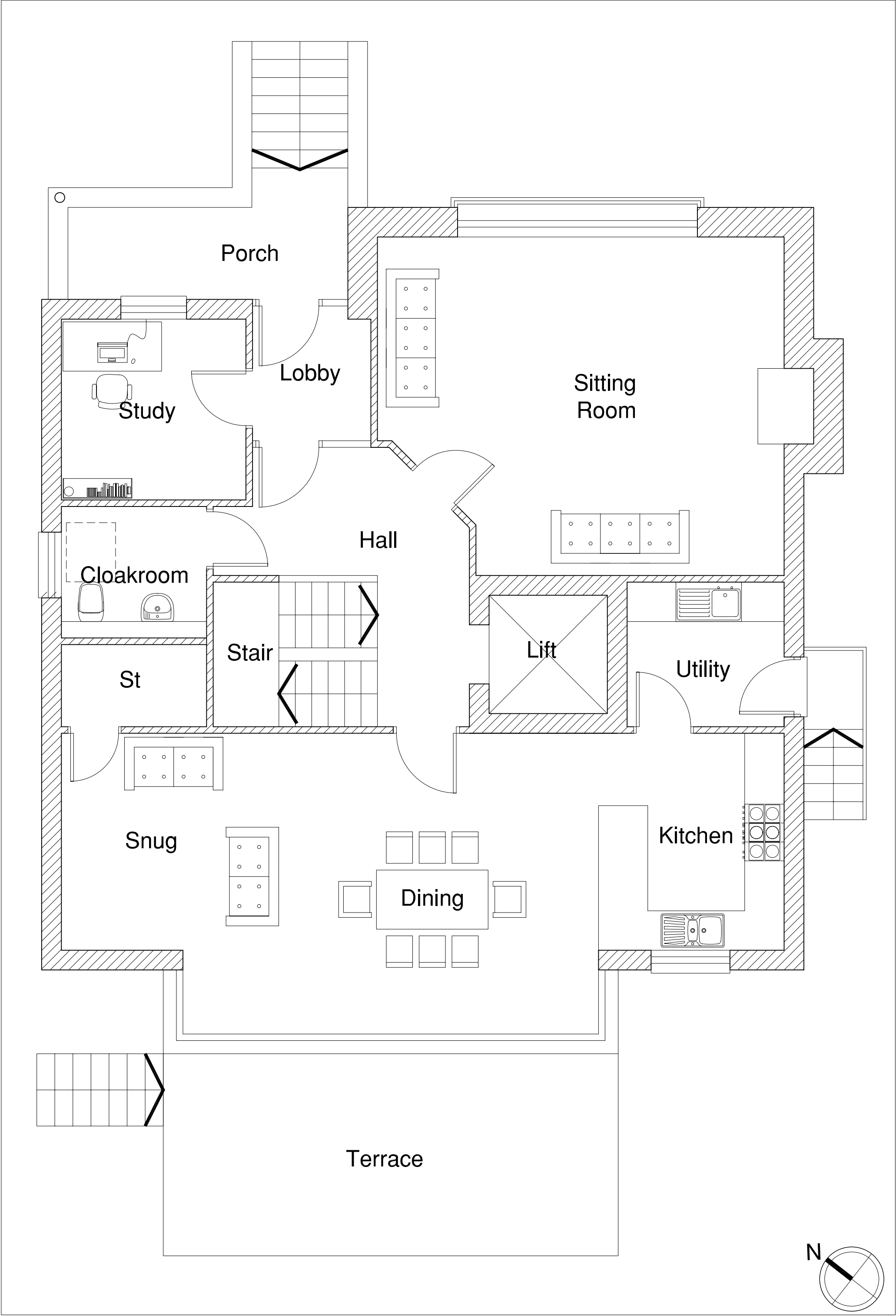
Bristol Design & Architecture Ltd
1 Rayens Cross Road
Long Ashton
Bristol
BS41 9EA
T. 01275 394 314
M. 07821 335 870
rjm@bristoldesigna.co.uk
www.bristolarchitects.co.uk

Proposed Housing
Kingsdown Lane
Blunston
SN25 5DL

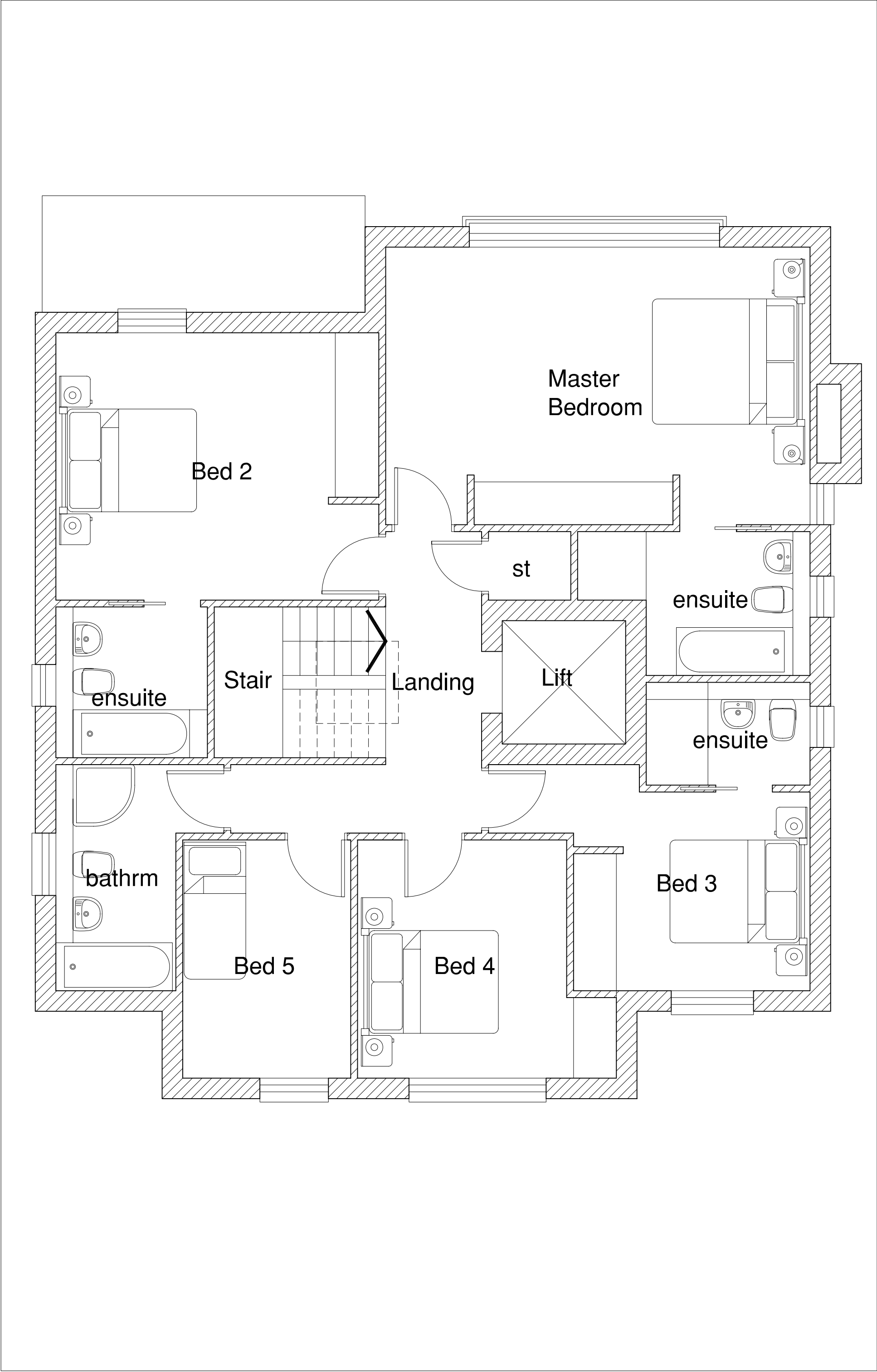
Elevations - Plot 1
Scale: as noted @ A1 Oct 2015
Drg No: 174-PL-004B



01 Proposed Lower Floor Plan - PLOT 1
PL-003 1:50 @ A1, 1:100 @ A3

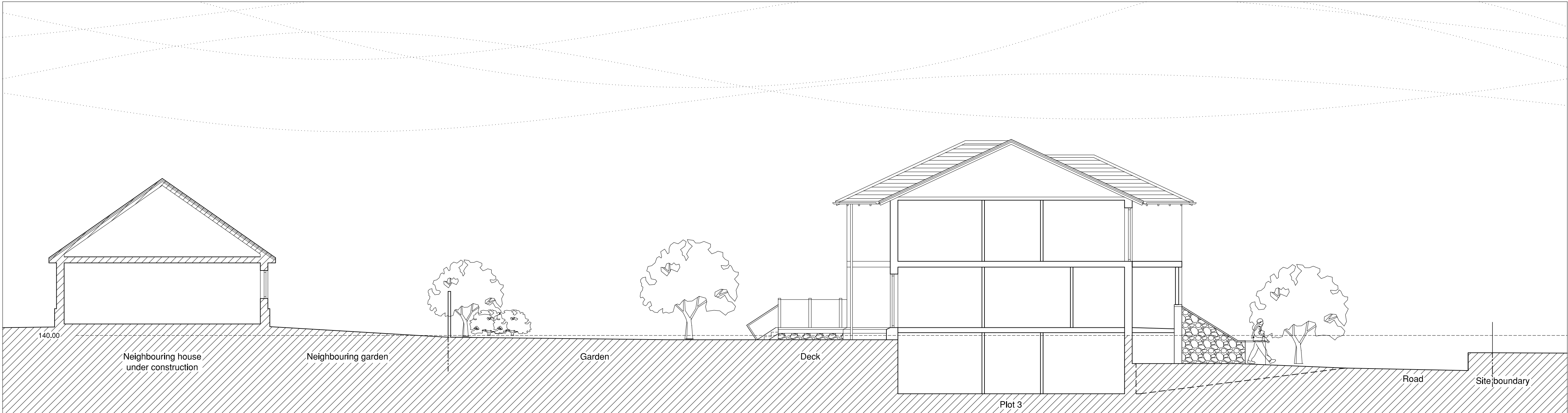


02 Proposed Upper Ground Floor Plan - PLOT 1
PL-003 1:50 @ A1, 1:100 @ A3

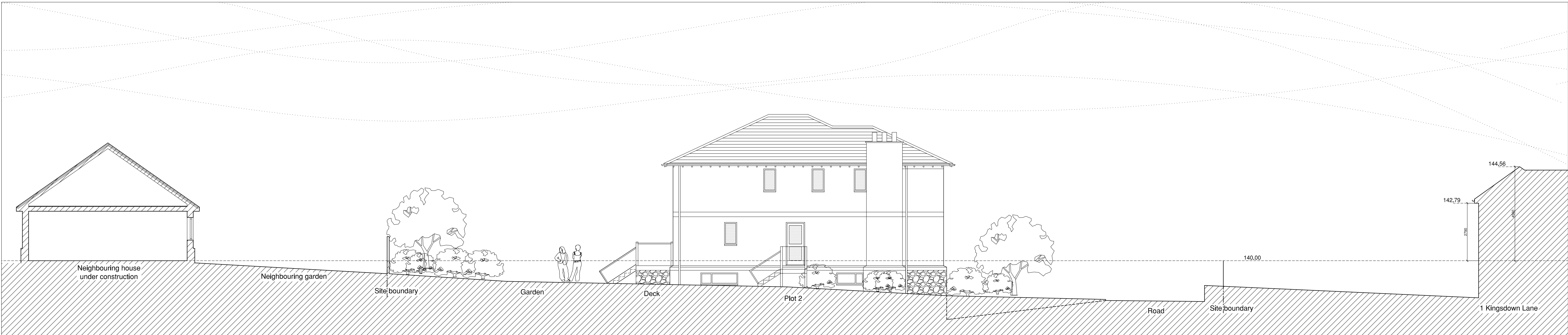


03 Proposed First Floor Plan - PLOT 1
PL-003 1:50 @ A1, 1:100 @ A3

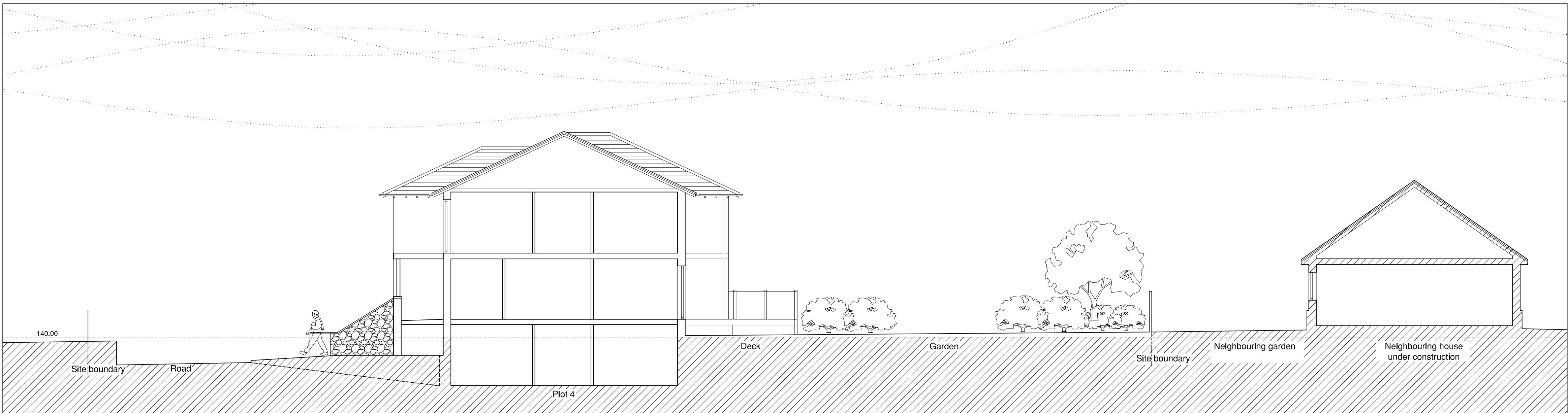
17.2.16	Side external steps amended	A
Date		Rev
Bristol Design & Architecture Ltd 1 Rayens Cross Road Long Ashton Bristol BS41 9EA T. 01275 394 314 M. 07821 335 870 rjm@bristoldesigna.co.uk www.bristolarchitects.co.uk		
Proposed Housing Kingsdown Lane Blunston SN25 5DL		
Proposed Floor Plans - Plot 1		
Scale: as noted @ A1		Oct 2015
Drg No: 174-PL-003A		



01 Site Section AA
PL-014 I:100 @ A1, I:200 @ A3



03 Site Section CC
PL-014 I:100 @ A1, I:200 @ A3



02 Site Section BB
PL-014 I:100 @ A1, I:200 @ A3

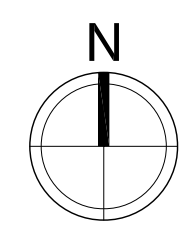
24.2.16	Levels of 1 Kingsdown lane added.	B
24.2.16	Section CC extended to include 1 Kingsdown Lane	A
Date		Rev
Bristol Design & Architecture Ltd		
1 Rayens Cross Road		T. 01275 394 314
Long Ashton		M. 07821 335 870
Bristol		rjm@bristoldesigna.co.uk
BS41 9EA		www.bristolarchitects.co.uk

Proposed Housing
Kingsdown Lane
Blunsdon
SN25 5DL

Site Sections

Scale: as noted Feb 2016

Drg No: 174-PL-014B



0 5m 10m

17.2.16	Layout revised to show 4no units in new layout: Site levels added; windows to adjacent buildings to south west shown; section lines added.	C
22.01.16	Layout revised; soakaways & septic tank locations indicated	B
24.11.15	Roof plans shown instead of floor plans	A
Date		Rev
Bristol Design & Architecture Ltd 1 Rayens Cross Road Long Ashton Bristol BS41 9EA T. 01275 394 314 M. 07821 335 870 rjm@bristoldesign.co.uk www.bristolarchitects.co.uk		
Proposed Housing Kingsdown Lane Blunsdon SN25 5DL		
Proposed Site Plan		
Scale: 1:200@ A1		Nov 2015
Drg No: 174-PL-002C		



01 Proposed Street Elevation
PL-013 1:100 @ A1, 1:200 @ A3

0 1 2 3 4 5m

17.2.16	Units reduced to 4no; design's changed; levels altered	B
26.1.16	Elevations amended to reflect new design and site layout	A
Date		Rev
Bristol Design & Architecture Ltd 1 Rayens Cross Road Long Ashton Bristol BS41 9EA		
T. 01275 394 314 M. 07821 335 670 rjm@bristolarchitects.co.uk www.bristolarchitects.co.uk		
Proposed Housing Kingsdown Lane Blunsdon SN25 5DL		
Street Elevation		
Scale: as noted Oct 2015		
Drg No: 174-PL-013B		



COMMITTEE REPORT

Item Number: 9

Ward: Blunsdon And Highworth

Application Number: S/15/1950/JROD

Parish: Blunsdon St Andrew

Proposal: Erection of 4no. detached dwellings and associated works.

Site Location: Land Adjacent To, 1 Kingsdown Lane, Blunsdon

Case Officer: Miss Jane Rodens

Agent:

Mr Richard Muxworthy
Bristol Design & Architecture
1 Rayens Cross Road
Long Ashton
Bristol
Somerset
BS41 9EA

Applicant

Green Spinnaker Ltd

Tower House
Granville Road
Bath
BA1 9BE

Officers Report

1. Background

- 1.1. This application is called into Planning Committee by Blunsdon St Andrews Parish Council.
- 1.2. The application was submitted for 5 dwellings but has been ammended to reduce the scheme to 4 dwellings.

2. Summary of Recommendation

- 2.1. That planning permission be GRANTED with conditions

3. The Proposal

- 3.1. This application seeks full planning permission for the erection of 4 dwellings and associated works. The proposal site is to be accessed off of Kingsdown Lane. All four of the dwellings are proposed to be north east facing. Each of the properties is to be of a complementary design and have an area of parking to the front of the property and a garden to the rear with a 1.8m fence separating the rear gardens and a 0.9m fence separating the front gardens.
- 3.2. All of the plots are to contain the following. At ground floor level there would be a Garage, Store, Cellar and lift. First floor would contain a Porch, Study, Cloakroom, sitting room, utility, kitchen and dining room. The second floor is to contain five bedrooms, three of them are to have en-suite bathrooms. There is to be a separate bathroom.

- 3.3. In the rear garden of the properties are terraces that is accessed by stairs from the rear of the property. Each of the properties are to be designed differently but faced in the same material. The facing materials for the walls are to be render, timber cladding, reconstituted bath stone, natural coursed stone. The roof is to be slate. The window frames are to be dark grey aluminium. The garage doors are dark grey metal. The other features are stained oak posts with glass balustrade.
- 3.4. In the north east corner of the site is to be a pond, with a timber fence surrounding it. There is proposed to be landscaping and a new access into the site.

4. The Site and Surroundings

- 4.1. The application comprises a green field site surrounded by mature vegetation included hedges and trees. The site is currently vacant with a security gate to the accesses at the front of the site. There is a wooden pylon to the front of the site.
- 4.2. The site is located outside of the Swindon Urban area, but it is located near the Kingsdown Strategic Allocation. There are dwellings surrounding the proposal site North east is 1 Kingsdown Lane. West is 16 and 17 Turnpike Road and two additional bungalows. The south of the site is 19 Turnpike Road.

5. Representations

Original set of plans (5 Dwellings)

5.1. Neighbours:

1 Kingsdown Lane (Objection): We would wish to support the application but there are a number of negative impacts associated with this application. Scale of development privacy: this is going to impact on our privacy and daylight, this is not sympathetic to the nature and style of the rural surroundings, no sense of place, scale and materials. Foul Water: Impervious yellow clay is unsuitable to multiple septic tanks on small plots, there is threat of leaching from soak ways to adjacent properties. Surface water collected in the balancing pond will affect our garden/foundation through seepage and leaching for same reasons being immediately on our boarder. There is going to be an impact on our property with the location of refuse collection. The proposal is within the Midvale Ridge Area.

2 Kingsdown Lane (Objection) The land is agricultural and should remain so. There is already a provision for dwellings to the east (Kingsdown Allocation). The houses are far too big and modern for what is already there.

3 Kingsdown Lane (Objection) The proposal are not in keeping with the surrounding area nor is it an enhancement. The proposal is built next to Victorian properties and retain many of their original features. The other properties are mainly rural in style, including thatched cottages. There should be a smaller level of development here.

16 Turnpike (Objection) The houses are too large and this will impact on my privacy. There are going to be raised patio areas and large windows. The design and density does not fit in with and is detrimental to the character of the lane. The septic tanks are going to cause issues for the new and existing buildings.

17 Turnpike Road (Objection) This is overdevelopment and will overlook my property. The large glazed areas of plot 3 and 1 are going to directly overlook me.

The design is out of keeping of the area and the other properties around the site, the materials are also not in keeping.

- 5.2. Parish Council: (Object) Is a greenfield site outside of the settlement boundary and therefore is contrary to The Swindon Borough Local Plan 2026 Policies. The substantial sized dwellings would be on small disproportionate plots providing very limited private amenity space. The maximum of dwellings should be 3 instead of 5.
- 5.3. Highways: No objections, subject to conditions and additional information.
- 5.4. Thames Water: further information provided in regards of waste water, groundwater discharge therefore it is to be attached to the application as an informative.
- 5.5. Design: The proposed layout design is somewhat at odds with the existing context by virtue of the creation of large dwellings separated by relatively tight gaps. The surrounding context consists of large plots with individual buildings with wide open spaces separating them. The proposal seeks to create a much denser built form with a much tighter grain and relatively small garden spaces for the proposed dwelling sizes. The proposal would become a very noticeable 'cluster' of dense urban development in what is primarily a setting comprising of interspersed dwellings set within a mature landscape.

1st Revision of plans (5 Dwellings)

- 5.6. Neighbours:
 - 1 Kingsdown Lane (Objection) The properties have moved even closer to our properties, we are set lower down the slope and every balcony, picture window and driveway will look into our property. All of the properties are three storey and close together. This will have a considerable affect upon our daylight, creating almost permeant shadow. The roofs have also been raised. Plot 5 is the closest to our boundary, the septic tank and soak away is going to drain into our land. There is going to be road running along the side of our property. The pond will also flood into our property. There are concerns over they pylon to the rear of the field, is this going to be removed? The rural nature of the lane is going to be impacted upon. The houses are out of character, allotments or an elderly persons bungalow would have been better on this location.
 - 2 Kingsdown Lane (Objection) Two of the dwellings are closer to me now and they are still three stories. There are high windows and 7ft high steps leading to the front door. The terraces are going to overlook my kitchen, lounge bedroom and front door. This is going to affect my privacy. They are the wrong style for the area, they have no front garden and little rear garden. This is a rural lane with a green character. The prevailing wind is going to bring the smell of the septic tanks towards our house. Nothing should be built in this field.
 - 3 Kingsdown Lane (Objection) The houses are modern and not in keeping with the rural nature of the lane. There are statements in the design and access statement that are miss leading and cause concern. These are large properties on a modist agricultural field. The septic tanks are causing concern. There should be 2-3 houses on the site.

6 Kingsdown Lane (Objection) We do not want three storey buildings on the lane, also our view from the garden will be these buildings, also the smell of another 5 septic tanks.

Longfield, Kingsdown Lane (Objection) We operate a livery and equestrian school at our farm. This is a green lane as identified in the Local Plan 2026, it is to Stanton Park and compliments our need of a bridleway. This will increase the amount of traffic and effect the equestrian school. We could not provide any more land for a passing place, our frontage is already one. They are three stories and they will look down onto our farm, the land slopes away from us. Some of the hedgerow will be cut back and expose out property. This is out of keeping with the rural lane.

Woodbine Cottage (Objection) These are large houses and an elevated piece of land. The new roof materials have increased the roof heights. There should be 2 or 3 houses on the site. Plot 1 overlooks my house and garden. There are concerns with the septic tanks. Any development that is going to take place is going to have to protect the lane.

Field Rise Farm (Objection) This area does not fall into the Kingsdown Development area as mentioned in the Local Plan 2026. The applicant uses out of date figures to argue that the council does not have a five year housing land supply. There is an unacceptable invasion of the privacy of the existing dwellings, mainly 1 Kingsdown Lane, 17 and 18 Turnpike Road. There are going to be patios and balconies that overlook the neighbouring properties. The design of the dwellings are not in character of the surrounding area. There are drainage problems in the area and the dwellings are to have septic tanks and soak ways. Are the pylons going to removed? The passing place is going to be outside 16 Turnpike Road, this is going to impact on their equine business. The bin storage at the front of the site is going to create an eye sore. The rural character is going to be destroyed. There are inconsistencies with the drawings. There is no acoustics report with the application.

16 Turnpike Road (Objection) The houses are even taller, this is going to effect my daylight and privacy. The windows and balconies are too large and will overlook my garden and house. They are still not suitable for a rural location and will stand out. This will not fit in with the rural lane and the character of the area. The septic tanks are going to cause more problems. The traffic is going to increase and remove the driveway from the front of my property. There is going to be hedge removed from the front of the property.

17 Turnpike Road (Objection) We would like to strongly object to this planning proposal. The houses planned are not at all in keeping with the area for the following reasons - far too large in height, modern and cramped. This area is rural and modern houses with small gardens are not in keeping. The proposed properties will encroach on our privacy with windows and a veranda overlooking us. We have serious problems in the area with the soaking away of waste water from the septic tank systems. The systems proposed are very close, ie 2mtrs to ours and will have a worsening effect to an already problematic issue. We will not allow these properties to be built as proposed and advise as other neighbours have that a development of two smaller properties would be ample on such a sensitive plot.

- 5.7. Parish Council: The revisions do not address the concerns previously raised and therefore reiterates opposition to the proposal with the additional comments. This is a greenfield site outside of the settlement boundary and therefore is contrary to The Swindon Borough Local Plan 2026 Policies. The substantial sized dwellings would be on small disproportionate plots providing very limited private amenity space. The scale of three storey dwellings is out of keeping with the rural location and nearby properties and would be an imposing development on higher ground level than the road. The proposed designs indicate simple conversions could be carried out to provide three self-contained apartments within each dwelling, again not in keeping with the location. The proposed layout would result in a loss of privacy and daylight for the adjacent dwelling. There are concerns in regards of the access to the property for emergency services. This run off of the septic tanks is going to flow into the neighbouring properties, this is as the gardens are mainly clay. The maximum of dwellings should be 3 instead of 5.
- 5.8. Thames Water: further information provided in regards of waste water, groundwater discharge therefore it is to be attached to the application as an informative.
- 5.9. Highways: No objection, subject to conditions

2nd Revision of Plans (4 Dwellings)

- 5.10. Neighbours: 1 Kingsdown Lane (Objection)
There is no section shown for plot number 1. This is needed to demonstrate the relationship of levels with the existing watercourse (ditch) and Pylon. It is essential to show the roof levels of no.1 Kingsdown Lane and nos 16.17.18 Turnpike Road to depict more accurately how tall these three storey maisonettes will be. The track access is shown below boundary level, by approximately 1 metre - is this the finished height of the road? If not, will this not alter the finished height of the maisonettes? What is the true finished height? The track access appears to have a camber east/north east - which will encourage all the surface water drainage to seep into our garden, how will you address this potential problem for us? There does not appear to be a diagram showing the flow of surface water from the hard landscape, or the soakaways that may be associated? There does not appear to be shown the treatment of the straining cables for the national grid pylons; these were previously shown in the drive of plot 1, and would now be located at the steps to the front door? How is this feature to be addressed? Treatment of boundary fences does not appear to be defined in the diagrams now submitted. Pylon at south of site now surrounded by tree planting. Is the balance pond set 1 metre lower than our boundary (as per the road), or does this height difference tail off towards Kingsdown lane to the north? The comments that were sent in are also still applicable to the site.

2 Kingsdown Lane (Objection) This is an agricultural area and therefore should not be built on. The houses are too big for the area and are going to face my property. The cables may have to be raised and this is going to create a greater eye sore.

16 Kingsdown Lane (Objection) There is no issue for the Land being used as houses, this is over intensification. There are no three storey houses in the area so this is out of character. 1 Kingsdown Lane is going to be overlooked by all of these properties and they have balconies. Bungalows would be better on the site. There is going to be

added congestion as the lane narrows in this area. The dog care centre on top of this application is going to increase the amount of traffic in the area.

16 Turnpike Road (Objection) The pylons are going to be raised, this is going to increase the eye sore, this is not sympathetic with the surrounding area. The traffic solution is going to be made worse. There is going to be a president set and therefore this should not be allowed.

Longfield, Kingsdown Lane (Objection) This is out of keeping with the surrounding area, and re-instate the previous objections. The electricity pole should not be increased in height. This goes against the Local Plan.

Kingsdown Lane Residents Association (Objection) The previous objections still apply to the application. There is a lack of support with the Local Plan, due to the height of the dwellings the cables are going to have to be increased.

- 5.11. Parish Council: All of the revisions do not address all of the concerns previously raised. This is a green field site outside the settlement boundary and therefore contrary to the Local Plan 2026 Policies. The substantial sized dwellings would be on small disproportionate plots providing very limited amenity space. The scale of the three storey dwellings is out keeping with the rural location and nearby properties and would be an imposing development on higher ground level than the road (plot 2 would be some 4m higher than the adjacent existing property). The proposed designs indicate simple conversion could be carries out to provide three self-contained apartments within each dwelling, again not in keeping with the location. The proposed layout would result in a loss of privacy and daylight for the adjacent dwelling. It is suggested that there would be serious fire and rescue concerns for the properties. The latest plans indicated a septic tank for each property – an additional four such tanks in this small area would result in run off to neighbouring gardens due to the impervious clay substrata (the environment agency should be consulted on the proposed sewerage system as this was not included in the original planning application).. Four dwellings would be high density in his rural location and would create over intensification of the site – it is considered that the maximum number of dwellings should be 3.
- 5.12. Thames Water: Further information provided in regards of waste water, groundwater discharge therefore it is to be attached to the application as an informative.
- 5.13. Highways: No objection, subject to conditions

6. Planning Considerations

Policy – National

- 6.1. The Government launched the Planning Practice Guidance web-based resource on 6 March 2014. In this case it is considered that the Planning Practice Guidance does not provide any further new guidance that would materially affect the advice contained in the NPPF. The applicable paragraphs to this application are stated below.
- 6.2. Paragraph 12 of the NPPF states that:
Proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other

material considerations indicate otherwise.

- 6.3. Paragraphs 196 and 197 of the NPPF state that:
The planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

- 6.4. Furthermore paragraphs 186 and 187 of the NPPF state that:
Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

- 6.5. With regard to housing in the open countryside paragraph 55 of the NPPF states that:
To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in villages nearby. Local planning authorities should avoid isolated homes in the countryside unless there are special circumstances such as:

- *The essential need for a rural worker to live permanently at or near their place of work in the countryside; or*
- *Where such development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or*
- *Where the development would re-use redundant or disused buildings and lead to an enhancement to immediate setting; or*
- *The exceptional quality or innovative nature of the design of the dwelling. Such a design should:*
 - *Be truly outstanding or innovative, helping to raise standards of design more generally in rural areas;*
 - *Reflect the highest standards in architecture;*
 - *Significantly enhance its immediate setting; and*
 - *Be sensitive to defining characteristics of the local area.*

- 6.6. Paragraph 49 of the NPPF states:
Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

Policy - Local

- 6.7. The Swindon Borough Local Plan 2026 adopted on the 26th April 2015 is the development plan that is to be used. The policies that apply to this application is: DE1 HA1, SD2 and TR2
- 6.8. Policy DE1 (High Quality Design) of the Swindon Borough Local Plan 2026 states that high standards of design are required for all types of development. Proposals for development shall respond to should address the objectives of sustainable development through high quality design and place-making principles in respect of, context and character, layout, form and function of the development, amenity and quality of the public realm.
- 6.9. Policy HA1 (Mix, Types and Density) of the Swindon Borough Local Plan 2026 is to be applied to this application
- 6.10. Policy SD2 (The Sustainable Development Strategy) of the Swindon Borough Local Plan 2026 ensure that development takes places within the urban areas of the Borough that are in proportion with their size.
- 6.11. Policy TR2 (Transport and Development) of the Swindon Borough Local Plan 2026 section h states that parking provision, including secure cycle and motorcycle parking, should be provided in accordance with the Council's adopted parking standards.
- 6.12. The Backland and Infill Development SPD ensures that the development and the design of any residential scheme should be the character of its surroundings. Even proposals that would not be in prominent public view should be designed to harmonise with their surroundings. The most important influence on the design of any residential scheme should be the character of its surroundings. Even proposals that would not be in prominent public view should be designed to harmonise with their surroundings.

Principle of Location

- 6.13. The Development Strategy for the Borough is set out in Local Plan Policy SD2. The policy supports key government objectives for sustainable development in the most accessible locations, whilst protecting the best of the Countryside
- 6.14. Policy SD2, makes a clear delineation between the parts of the Borough in which the principle of development would be generally acceptable (within settlements) and those where it generally would not (in the Countryside).
- 6.15. The proposal, therefore, is not in accordance with the adopted Local Plan in that it lies outside the Swindon urban (settlement) boundary is and therefore considered development in the countryside. The Swindon Local Plan 2026 Policy SD2 (The Sustainable Development Strategy) states development proposals in rural and countryside locations outside the rural settlement boundaries will be permitted where:
- local needs have been identified and allocated through a Neighbourhood Plan or Neighbourhood Development Order; and/or
 - it supports the expansion of tourist and visitor facilities in appropriate locations where identified needs are met by existing facilities in a rural service centre; or

- It is in accordance with other policies in this Plan permitting specific development in the countryside.
It is considered that none of the rural exception criteria detailed applies in this case.

- 6.16. Whilst the proposed development site is located within close proximity to a small number of residential dwellings along Kingsdown Lane and Turnpike Road, and is within close proximity to the Kingsdown strategic allocation, there are currently no services or amenities within close proximity of the site and therefore would not be considered to conform to the first part of NPPF paragraph 55, as detailed. However, the applicant is proposing a scheme that could be considered to be an innovative design, which could therefore comply with the second part of paragraph 55 as detailed above.
- 6.17. The submitted Planning Statement seeks to demonstrate that Swindon Borough Council cannot demonstrate a five year supply of housing land and therefore the Local Plan policy SD2 should be considered out of date.
- 6.18. At the Planning Inquiry into the appeal against refusal of planning permission for land at Berkeley Farm, Wroughton, it was acknowledged, and the Inspector agreed, that at present a five-year housing land supply cannot be demonstrated. In this instance the provisions of paragraph 14 of the NPPF are invoked. That is where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted
- 6.19. The lack of a demonstrable 5-year housing supply is not in itself a reason for approval, and in this case the proposal would make a small contribution to the overall supply of housing in the Borough. Rather, those local policies which concern the supply of housing cannot alone be the basis of a refusal, and the proposal has to be assessed against the policies within the NPPF taken as a whole and other Policies in the Local Plan which are not considered relevant to the supply of housing.
- 6.20. The NPPF at paragraph 196 states that the NPPF itself is a material consideration in planning decisions. This is unaltered by the presence or not of a 5-year housing supply. The officer's opinion is that the proposal meets the provisions of NPPF paragraph 55 in providing innovative design of dwellings. In this respect the NPPF as a material weight in favour of the proposal is neither enhanced or demoted by the present lack of a 5-year housing supply. Furthermore the case is made that whilst the proposed development is not located within close proximity to local services and amenities, it is located amongst a number of other dwellings and is within close proximity to the Kingsdown Strategic Allocation and is not within an open countryside landscape. In addition, the scheme would also satisfy the need for housing at the higher value end of the market in accordance with Policy HA1. It is noted that an innovative design approach has been proposed and the units will meet the provisions of the lifetime homes principles. On balance, in this instance in considering the principle of development the proposed development with its bespoke and innovative design, which will provide higher value housing, outweighs any of the harm by virtue

of its location. It is not located within the anti-coalescence area, to protect Broad Blunsdon from the impact of the Kingsdown Strategic Allocation, Policy NC5.

Design and impact on streetscene

- 6.21. Section 7 of the NPPF relates to the importance of achieving high quality design, in particular paragraph 58 which sets a number of design criteria in which development should comply. Development shall function well and add value to the overall quality of the area; respond to local character and reflect the identity of local surroundings and materials; and be visually attractive. The principles of the NPPF are founded in Local Plan Policy HA1 and DE1.
- 6.22. Local Plan Policy HA1 (Mix, Types and Density) states housing should be design-led and that densities, house types, and sizes should respect the character of the surrounding area and meet local needs. The policy also states that lower densities and larger homes should be provided to satisfy the higher value end of the market where they accord with the context and character of the local area. The proposal is for four large, bespoke, detached dwellings. In this respect it is considered that this proposed development will satisfy some of the need for higher value housing which is a material consideration in the scheme's favour.
- 6.23. Local Plan Policy DE1 (High Quality Design) requires high standards of design for all development and states applications will be assessed on the following design principles; context and character; layout form and function; amenity; and public realm. It is considered that the proposal are for a high quality and will meet some of the standards for life time homes, this through a lift and adaptable space.
- 6.24. The design of the proposals has been arranged to maintain the rural character of the area. This is through the Landscaping and the final view of the site, which are trees and vegetation. Each of the properties are set into the ground to reduce the impact of the properties on the streetscene, half a floor is proposed to be hidden underground.
- 6.25. Due to the design of the development it is considered that this outweighs the impact on the streetscene, there have been some changes to the scheme to reduce the overall impact on the surrounding rural character. Therefore they are acceptable in this instance.

Amenity on the neighbouring properties

Plot 1

- 6.26. Plot 1 backs onto 17/18 Turnpike Road (which is a two storey dwelling), there is a distance of 11 between the rear elevation to the boundary of the neighbouring property, there is 7m from the edge of the raised patio. 17/18 Turnpike road is positioned 10m away from the boundary with the neighbouring property. This is a total of 17m between the two properties. As the neighbouring property is set to one side of its plot there would be 19m between the properties on an angle.
- 6.27. Plot 1 faces toward the front garden of 1 Kingsdown Lane, located here is an out building that appears to be used on a regular basis. There is a distance of 17.6m between the front windows and this out building.

Plot 2

- 6.28. Plot 2 backs on to a bungalow which is currently under construction (application S/14/0718). From the windows on the rear of Plot 2 to the rear windows on the property is 23m, this property is a bungalow. There is 11.2m between the edge of the raised patio to the boundary of the neighbouring property.
- 6.29. This Plot faces 1 Kingsdown Lane, there are windows on the side elevation of the property which face this plot. There is a distance of 27.8m between the windows of the neighbouring property and the windows on the front elevation. There are windows on the ground floor and 1st floor of the property.

Plot 3

- 6.30. There is 24.1m between the rear elevation of the proposed plot 3 and both of the bungalows that are under construction. The edge of the raised patio is 13m away from the boundary of the neighbouring properties. There is also 24m between the corner of the front elevation of Plot 3 and the front corner of 1 Kingsdown Lane.

Plot 4

- 6.31. There is 12m between the front elevation of the plot and the boundary hedge with 1 Kingsdown Lane. There is 22.2m between the rear elevation of Plot 4 and the rear elevation of the bungalow under construction.

Overall

- 6.32. In regards of the information above it is considered that there would be minimal impact on the amenity of the neighbouring properties to the rear of the plots. On the rear elevations of all of the properties there are to be windows on the top floor and patio windows on the ground floor. The guidance on separation shows that there is recommended to be 24m between the properties that are three stories. Due to the level of the land, the garage is to be sunk into the ground, there would be two stories visible from the rear. Therefore there would be minimal impact.
- 6.33. All of the properties face 1 Kingsdown Lane. There are multiple windows and doors around the neighbouring property that are for both habitable and non-habitable rooms. There would be 2.5 stories visible from the neighbouring property the ground level of all of the proposed properties. In regards of Plot 2 this would be the closest property and therefore the greatest impact. The ground level, which is half way up the garage level is the same level as the ground level of the neighbouring property. There is to be 27m between these two properties, this is greater than the recommended 24m between the two properties. On the primary elevations of all of the properties there are to be Juliet balconies, these are for a bedroom on the 1st floor and living area on the ground floor. This is considered that this would have an impact on the neighbouring property, but due to the distance there would be minimal impact.
- 6.34. In regards of the availability of daylight it is considered that there would be minimal impact on the neighbouring properties. 1 Kingsdown Lane would be subject to some impact during late evening. This would be to the rear of the property and the garden from plots 2, 3 and 4. But due to the distance from the neighbouring properties this would be minimal impact. The neighbouring properties on the other border would also have the daylight impacted on by the proposal in the morning, but due to the distance there would also be minimal impact.

- 6.35. The properties are large (in their scale than the existing properties), they are proposed to be two and a half stories in height to the distance between the proposals and 1 Kingsdown Lane they would not have a dominant impact.
- 6.36. In regards of Policy DE1 it is considered that the proposal is in conformity. The separation distances of the proposal meet the required minimum distance. Due to the distances of the proposals are in conformity this then reduces the impact of the dominance of the properties and the impact on the availability of light. It is considered that a refusal based upon overlooking/ loss of privacy could not be justified.

Highways and Drainage

- 6.37. In regards of the Highways comments it is considered that the proposal is acceptable. There are conditions recommended to ensure that the proposal retains all of the garages and the turning spaces and other elements are constructed and maintained in manor that it appropriate.
- 6.38. Further information has been submitted in regards of drainage to the proposal. It is considered that this is acceptable, further conditions are also recommended.
- 6.39. A passing bay is required along Kingsdown Lane, to ensure that this is provided a condition is recommended.

7. Concluding Comments

- 7.1. In balance it is considered that the proposal is acceptable. The dwellings are of a contemporary design, but there is a mixture of dwelling types in the area. The separation distances between the neighbouring properties are also acceptable and meet/exceed the councils standards. Therefore the application is considered to be in conformity with Policy DE1, HA1, SD2 and TR2 of the Swindon Borough Local Plan 2026 (2015) and the NPPF. Therefore it is recommended that the planning application is approved.

8. Recommendation

- 8.1. That planning permission be GRANTED with conditions

Conditions

Time limit

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.

Drawings

2. This approval shall be in respect of drawing 174-L-001B, 174-PL-002C, 174-PL-013B, 174-PL-010B, 174-PL-009B, 174-PL-007B, 174-PL-008B, 174-PL-006B, 174-PL-005A, 174-PL-003A, 174-PL-004B, 174-PL-014B received by the Local Planning Authority on the 24th February 2016. Planning Statement 16th March 2016. Drainage strategy received by the Local Planning Authority on the 5th February 2016. 174-PL-001 and Ecological Appraisal Report received by the Local Planning Authority on the 2nd December 2015.

Materials to be submitted

3. Prior to the commencement of works on site in connection with the development hereby permitted, 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.

Construction Management Plan

4. No development shall commence on site until a Construction Management Plan has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme for the duration of the works. This Plan shall provide for details relating to:

- Access and parking arrangements for site personnel, contractors, and visitor arrangements for delivery and removal of materials;
- Arrangement for loading, unloading, and storage of plant and materials;
- Provision for wheel washing facilities for construction traffic. It is a requirement of this condition that wheel washing facilities will be used by all operatives exiting the site so to prevent mud and detritus being brought on to the public highway;
- Arrangements for protecting and/or diverting Public Rights of Way either within the site boundary or adjacent to the site, including any necessary temporary or permanent diversions of those routes;
- A scheme for routing, control of traffic associated with the construction [including arrangements for all HGVs], and temporary signage on the local highway network during the construction and decommissioning phases.

Reason: To safeguard the amenity of adjoining land uses and occupiers and in the interests of highway safety.

Passing facilities

5. No work shall commence on the development site until details of passing facilities on Kingsdown Lane have submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the first occupation of the development.

Reason: In the interests of amenity and highway safety

Surface water drainage scheme

6. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, 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 limited to:

- Detailed drainage plan showing the location of the proposed SUDs and drainage network;
- Details for the provision of the greenfield run-off rate of 5l/s;
- Details of how the scheme shall be maintained and managed after completion;
- Details of how the hierarchy approach has been provided through a range of SUDs techniques in accordance with best practice and NPPF including above ground storage utilising open space where technically possible;
- Demonstration of how the development has accommodated surface water drainage techniques as part of the layout;
- Detailed drainage calculations for all rainfall events up to and including the 1 in 100 year event plus 30% climate change to demonstrate that all SUDs features and the drainage network can cater for the critical storm event for its lifetime; and
- The submission of evidence relating to accepted outfalls from the site, particularly from any third party network owners.

Reason: In the interests of amenity and highway safety

Means of access

7. Prior to the commencement of any works to the access, and Notwithstanding the submitted plans, full details for the means of access to the site shall be submitted to and approved in writing by the Local Planning Authority. Prior to the commencement of the development and the approved works shall be implemented prior to the first occupation of the development.

Reason: In the interests of highway safety

Landscaping to be submitted

8. 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, 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.

Boundary treatment to be submitted

9. Prior to the commencement of works on site in connection with the development 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. This boundary

treatment shall be implemented:

- a) before the use hereby permitted is commenced; or
- b) before the building(s) is / are occupied; or
- c) in accordance with a timetable that has first been submitted to and agreed in writing with the Local Planning Authority, and shall be retained in the approved form for so long as the development hereby permitted remains on the site.

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

Slab Levels

10. Prior to the commencement of works on site in connection with the development hereby permitted, details of the proposed slab levels of the building(s) 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

Access road

11. The proposed access road, including turning spaces and all other areas that serve a necessary highway purpose, shall be constructed in such a manner as to ensure that each dwelling, shall be served by fully functional roadway before it is occupied, the hard surfaces of which are constructed to at least basecourse level prior to occupation and bringing into use.

Reason: To ensure that the development is served by an adequate means of access to the public highway in the interests of highway safety

Garages and parking spaces

12. No dwelling hereby permitted shall be occupied until the garages and parking spaces allocated to that property have been provided, as shown on the approved plans. Such garages and parking spaces shall be kept clear of obstruction and retained only for the parking of vehicles in connection with the use of each property as a dwellinghouse

Reason: To ensure that satisfactory provision is made for the parking of vehicles off the highway at all times

Cycle facilities

13. Before each Plot is first occupied, secure parking facilities for cycles conforming to Swindon Borough Councils Parking Standards shall be provided, and such provision shall be retained thereafter.

Reason: In the interest of cycle user safety and transport sustainability

Waste collection area

14. Before the development hereby authorised is first occupied, a suitable waste collection area should be provided in accordance with details that shall have been submitted and approved by the Local Planning Authority that allows for the convenient storage of waste and access remains unrestricted at all times. Such collection store shall be retained for so long as the use hereby authorized remains on site.

Reason: In the interest of amenity

Visibility

15. Before the access hereby permitted is first brought into use, the area between the nearside carriageway edge and lines drawn between a point 2.4m back from the

carriageway edge along the centre line of the access and points on the carriageway edge 43m from and on both sides of the centre line of the access shall be cleared of obstruction to visibility at and above a height of 1.05m above the nearside carriageway level, and thereafter maintained free of obstruction at all times.

Reason: In the interests of highway safety

Existing vehicular access

16. The existing vehicular access to the site shall be stopped up, its use permanently abandoned and the verge reinstated in accordance with details which shall have been submitted to and approved by the Local Planning Authority. Such works shall be completed within 1 month of the new vehicular access hereby permitted being first brought into use.

Reason: In the interests of highway safety

Informative

Street Naming & Numbering

1. 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.

CIL Liabile Development

2. 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.

Waste Comments

3. Legal changes under The Water Industry (Scheme for the adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property which connect to a public sewer are likely to have transferred to Thames Water's Ownership. Should your proposed building work fall within 3 meters of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over/near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk

Surface water Drainage

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

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 water pipes. The developer should take account of this minimum pressures in design of the proposed development.

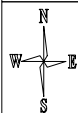
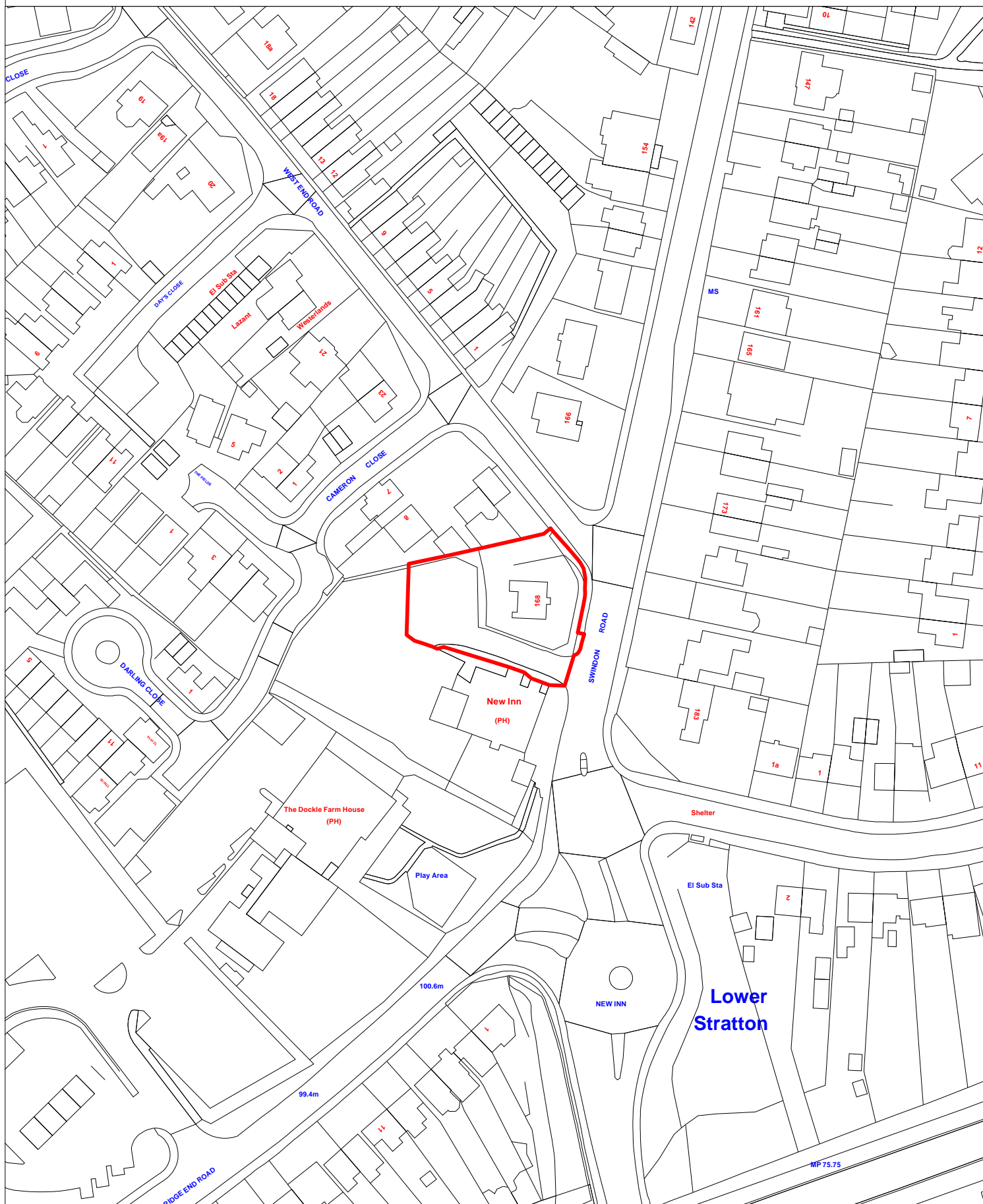
In addition to this consent, the proposed development will require separate Local Highway Authority approval for the construction of the proposed permanent vehicular crossing over highway land. The Applicant is required to obtain this approval **before works commence** and is therefore recommended to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

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.

End of Report

Demolition of existing dwelling and erection of 6no. apartments and associated works.

Land Adjacent To New Inn Swindon Road Stratton St Margaret Swindon SN3 4PN



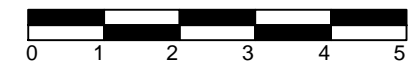
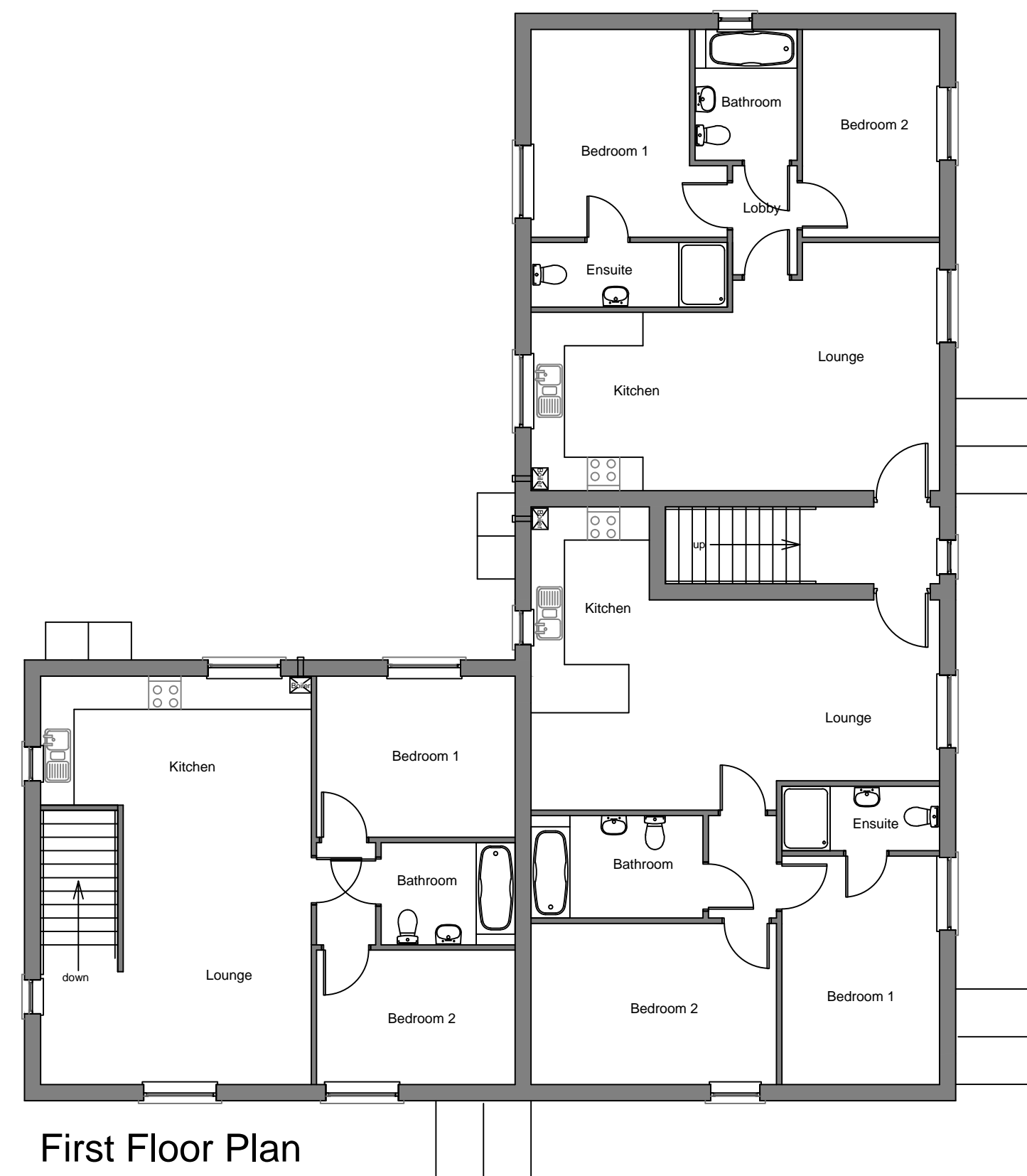
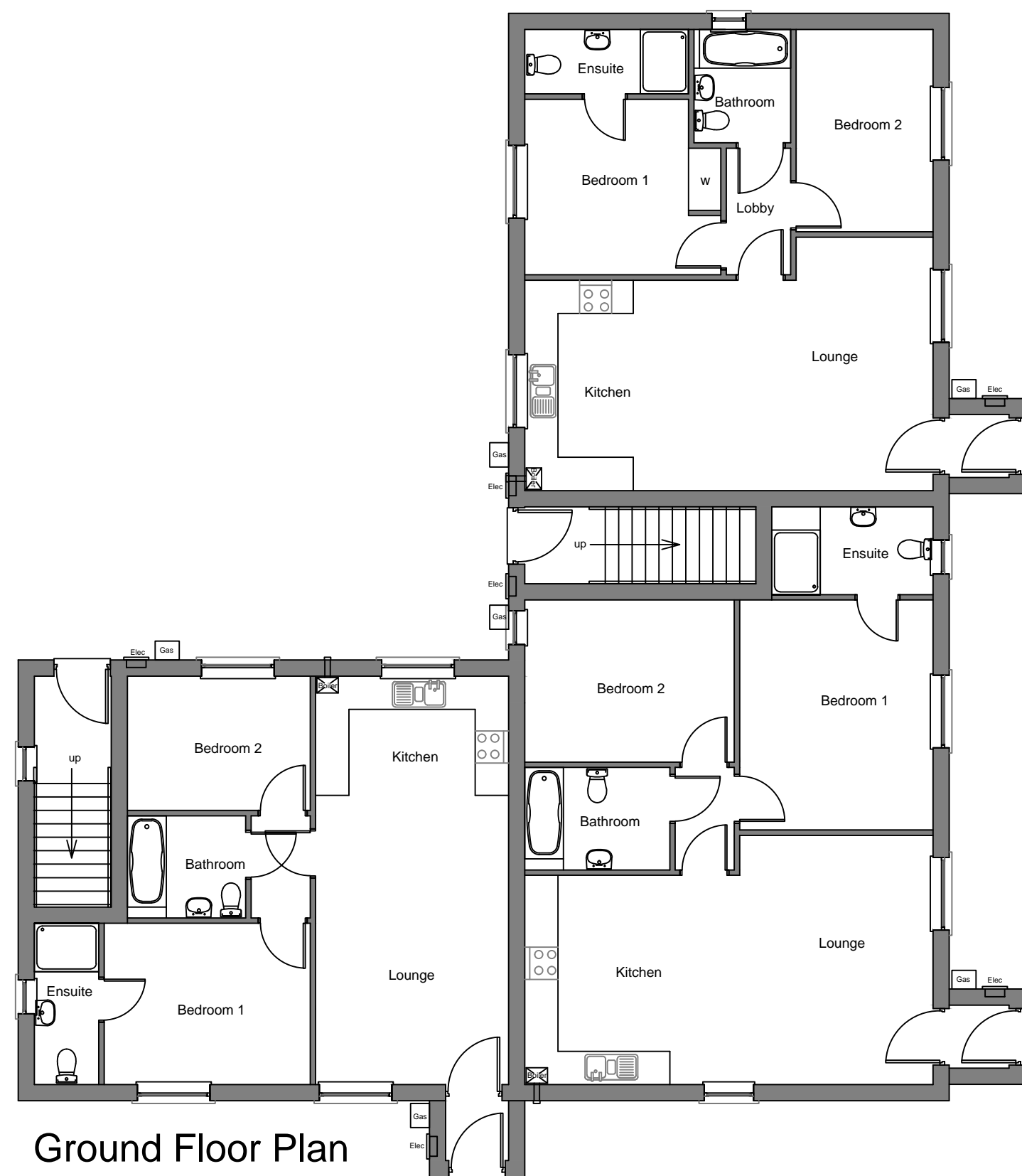
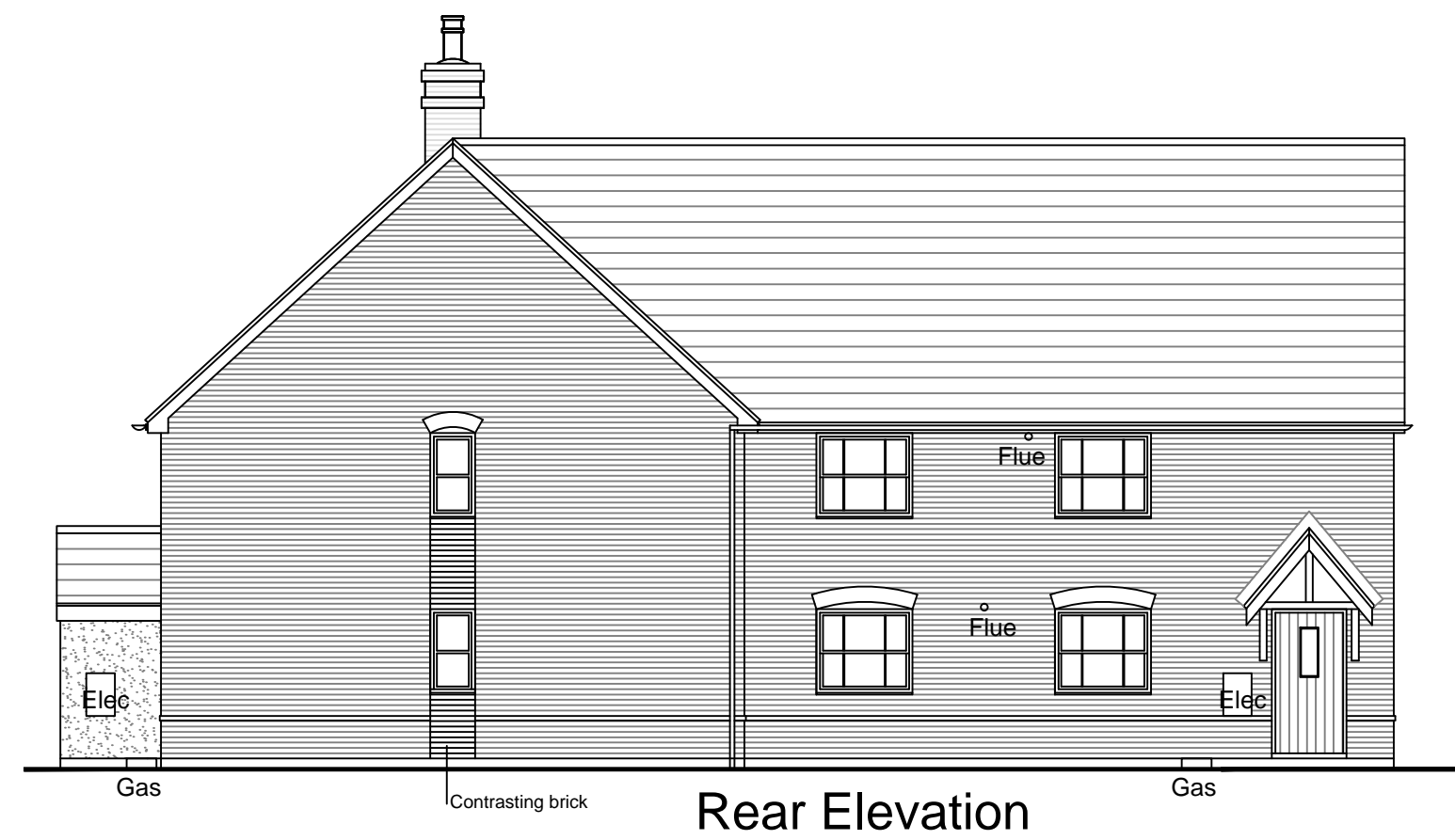
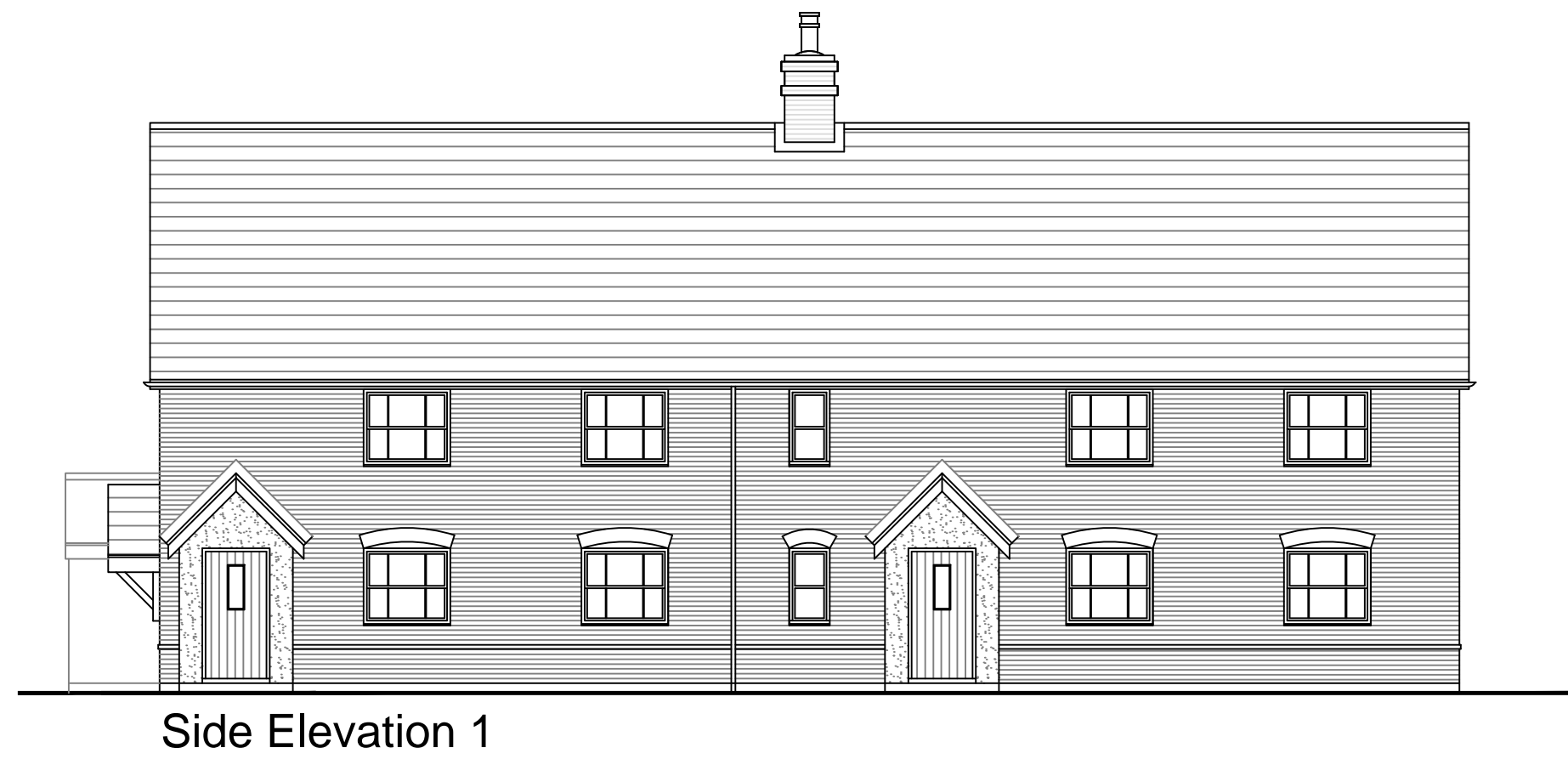
This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
In all cases references should be made to the submitted plans.

Demolition of existing dwelling and erection of 6no. apartments and associated works.

Land Adjacent To New Inn Swindon Road Stratton St Margaret Swindon SN3 4PN



This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
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- All drawings are copyright
- Report all discrepancies to project administrator
- Do not scale drawing for construction purposes
- All dimensions to be checked on site

The New Inn
Swindon
Wiltshire SN3 4PN

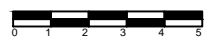
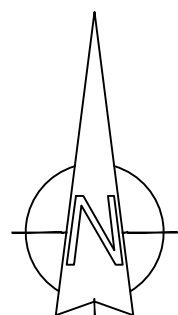
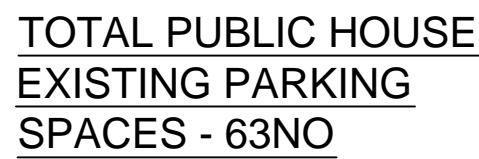
Ian Sullivan Architecture Ltd

101 Victoria Road, Swindon, Wiltshire SN1 3BD.
Tel/Fax 01793 612663 - E-mail:- ian.sullivan@btconnect.com

Drawing Title
PLOTS 3 - 8 - PLANS & ELEVATIONS

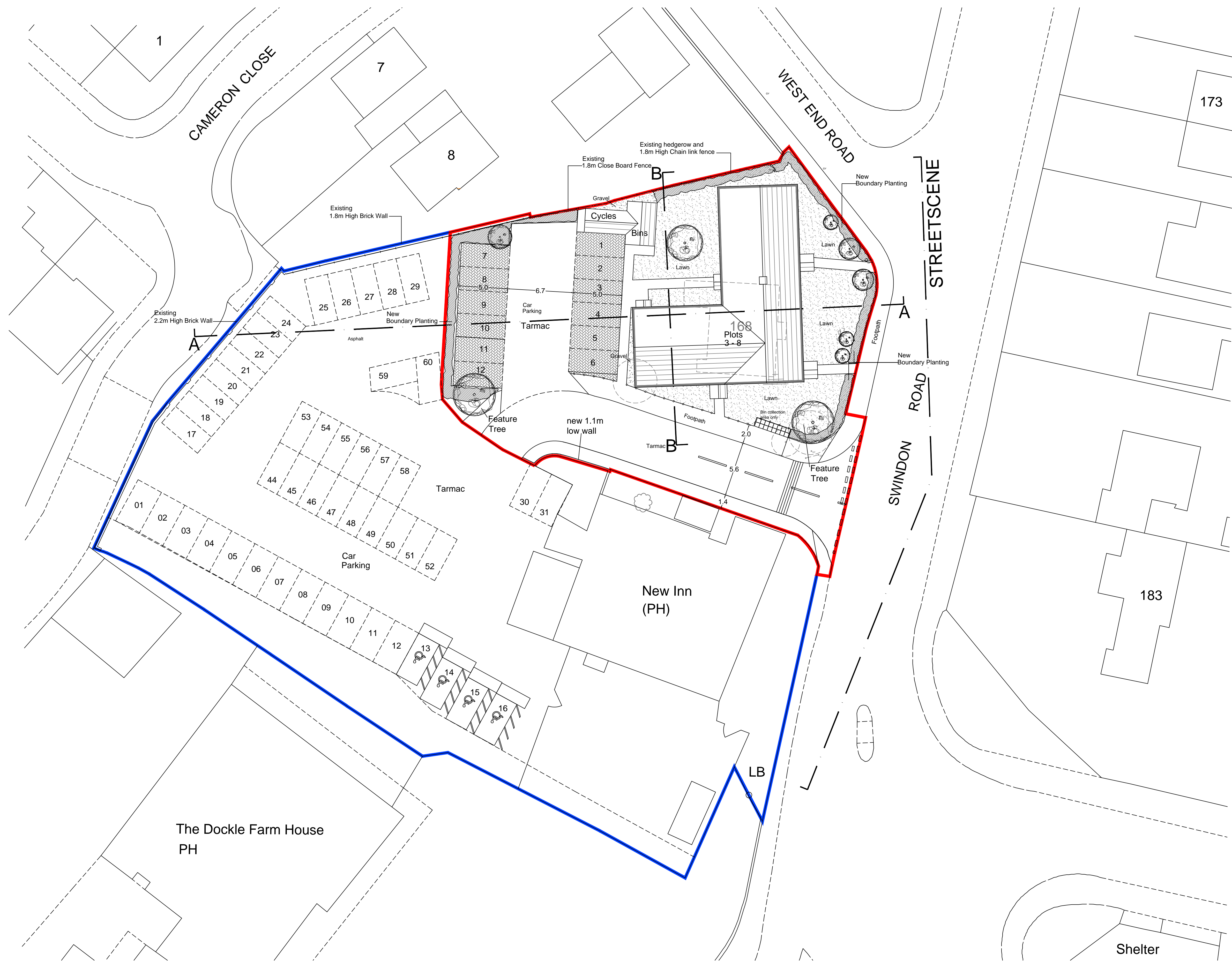
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Client	
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case	Drawn	Chkd	Date
: 200 @ A1	RF	ISA	06 / 2015

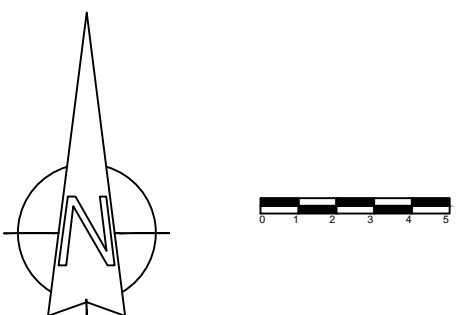


KEY	
	Existing Trees & Planting to be retained
	Proposed Trees & Planting to be added
	Proposed New Planting
	Denotes Existing Buildings to be demolished
	Denotes Site Boundary
	Denotes Tarmac Area
	Denotes Grass Area
	Denotes Gravel Area
	Denotes plot number

MIX
6No. 2 Bed Flats

Rev	Date	Description
E	Feb '16	Updated in line with comments
D	Feb '16	Updated in line with comments
C	Jan '16	Updated in line with comments
B	Dec '15	Updated in line with comments
A	Dec '15	Updated in line with comments

TOTAL PUBLIC HOUSE
PROPOSED PARKING
SPACES - 48NO



• All drawings are copyright • Report all discrepancies to project administrator • Do not scale drawing for construction purposes • All dimensions to be checked on site			
Project Title			
The New Inn Swindon Wiltshire SN3 4PN			
Client	-	Drawn	RF

Ian Sullivan Architecture Ltd			
101 Victoria Road, Swindon, Wiltshire SN1 3BD. Tel/Fax 01793 612663 - E-mail: ian.sullivan@btconnect.com			
Drawing Title			
PROPOSED SITE PLAN			
Job No	1095	Drawing No	200
Scale	1 : 200 @ A1	Client	ISA
Date	06 / 2015	Rev	E



<ul style="list-style-type: none"> • All drawings are copyright • Report all discrepancies to project administrator • Do not scale drawing for construction purposes • All dimensions to be checked on site 		<div style="background-color: #007bff; color: white; padding: 10px; text-align: center;"> <h2 style="margin: 0;">Ian Sullivan Architecture Ltd</h2> </div> <div style="text-align: center; padding: 5px;"> 101 Victoria Road, Swindon, Wiltshire SN1 3BD. Tel/Fax 01793 612663 • E-mail: ian.sullivan@btconnect.com </div>			
Project Title <div style="text-align: center; font-size: 1.5em; font-weight: bold; padding: 20px 0;"> The New Inn Swindon Wiltshire SN3 4PN </div>		Drawing Title <div style="text-align: center; font-size: 1.5em; font-weight: bold; padding: 10px 0;">STREET SCENE</div>			
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Client <div style="text-align: center; font-weight: bold;">-</div>		Scale <div style="text-align: center; font-size: 1.2em; font-weight: bold; padding: 5px;">1 : 100 @ A1</div>	Drawn <div style="text-align: center; font-size: 1.2em; font-weight: bold; padding: 5px;">RF</div>	Chkd <div style="text-align: center; font-size: 1.2em; font-weight: bold; padding: 5px;">ISA</div>	Date <div style="text-align: center; font-size: 1.2em; font-weight: bold; padding: 5px;">06 / 2015</div>



COMMITTEE REPORT

Item Number: 10

Ward: St Margaret And South Marston

Application Number: S/15/1839/JROD

Parish: Stratton St Margaret

Proposal: Demolition of existing dwelling and erection of 6no. apartments and associated works.

Site Location: Land Adjacent To New Inn, Swindon Road, Stratton St Margaret

Case Officer: Miss Jane Rodens

Agent:

Mr Christopher Roberts
Turley
10 Queen Square
Bristol
BS1 4NT

Applicant

Arkells Brewery Ltd

Kingsdown
Upper Stratton
Swindon
Wiltshire
SN2 7RU

Officers Report

1. Background

- 1.1. The application has been called into Planning Committee by Stratton St Margaret Parish Council.
- 1.2. The applicant originally proposed 8 dwellings. The development has been amended to omit 2 and reduce the number to 6.

2. Summary of Recommendation

- 2.1. That planning permission be GRANTED with conditions

3. The Proposal

- 3.1. This application seeks full planning permission for the demolition of existing dwelling and erection of 6 apartments and associated works.
- 3.2. The proposal involves the development of no 168 Swindon Road and to erect a single L shaped 2 storey building containing 6 no2 bed apartments. The scheme proposes 3 flats on the ground floor and 3 apartments on the 1st floor. Externally the flats have the appearance of dwelling houses ad fronts the road.
- 3.3. Additional land is not beyond the boundary of no 168 Swindon Road as a small part of the pub car park is undivided, to provided dedicated parking. Access improvements are also proposed.

- 3.4. The building is in the east of the proposal site which fronts the main highway of Swindon Road. Is in a “L” shape, it is to be 17.4m at its widest and 8.2m at the narrowest. The longest depth is 20.1m and 8.2m at its shallowest. The ground floor is to accommodate 3 flats each of them have a kitchen/lounge, with two bedrooms and one has an en-suite. The 1st floor is to accommodate the same as the ground. There are to be various windows on the building. The ridge height of the proposal is to be 8.1m and to the eaves it is to be 4.7m.
- 3.5. There are 12 parking spaces located to the west of the proposal site. There is a building to the north of the proposal site that is going to house the cycles and bins. To the south of the site is the main access into the site is from Swindon Road.
- 3.6. The external finishes are to match the existing dwelling which consists of red facing brick walls, fibre cement slate tiles and UPVC windows and wooden doors.

4. The Site and Surroundings

- 4.1. The application site comprises of a car park that belongs to The New Inn PH and the dwelling that is to be demolished is 168 Swindon Road. The house and PH are both east facing and accessed from Swindon Road. There is an area of parking around the PH and 168 Swindon Road for the use of the PH.

5. Representations

- 5.1. Neighbours: No comments received
- 5.2. Conservation: No objection, there would be no impact on the listed building (PH Dockle Farmhouse).
- 5.3. Parish Council: (Objection) Whilst the Committee appreciates that the number of dwellings has decreased to 6, they are no bigger than the original plans. SSMPC would rather the 6 dwellings were spread over the existing site giving quality homes. Request that the application is called into Planning Committee.
- 5.4. Highways: No objection, Subject to conditions
- 5.5. Forward Planning: No objection

6. Planning Considerations

- 6.1. The key considerations relate to the design and appearance of the proposal in relation to the host dwelling and surrounding area, the impact upon the neighbour's amenity must also be taken into consideration.
- 6.2. The Government launched the Planning Practice Guidance web-based resource on 6 March 2014. In this case it is considered that the Planning Practice Guidance does not provide any further new guidance that would materially affect the advice contained in the NPPF.
- 6.3. The Swindon Borough Local Plan 2026 adopted on the 26th April 2015 is the development plan that is to be used. The policies that apply to this application is: DE1

- 6.4. Policy DE1 (High Quality Design) of the Swindon Borough Local Plan 2026 states that high standards of design are required for all types of development. Proposals for development shall respond to should address the objectives of sustainable development through high quality design and place-making principles in respect of, context and character, layout, form and function of the development, amenity and quality of the public realm.
- 6.5. Policy TR2 (Transport and Development) of the Swindon Borough Local Plan 2026 section h states that parking provision, including secure cycle and motorcycle parking, should be provided in accordance with the Council's adopted parking standards.
- 6.6. Policy ENV10 (Historic Environment & Heritage Assets) of the Swindon Borough Local Plan 2026 states that Swindon Borough's historic environment shall be sustained and enhanced. This includes all heritage assets including historic buildings, conservation areas, historic parks and gardens, landscape and archaeology.
- 6.7. Policy SD2 (The Sustainable Development Strategy) of the Swindon Borough Local Plan 2026 ensure that development takes places within the urban areas of the Borough that are in proportion with their size.
- 6.8. The Backland and Infill Development SPD ensures that the development and the design of any residential scheme should be the character of its surroundings. Even proposals that would not be in prominent public view should be designed to harmonise with their surroundings. The most important influence on the design of any residential scheme should be the character of its surroundings. Even proposals that would not be in prominent public view should be designed to harmonise with their surroundings.

Principle of the Location

- 6.9. The proposal is located within the Swindon Urban Area, this is considered acceptable in regards of Policy SD2 if it is appropriate in this location of the town subject to other policies in the Swindon Borough Local Plan 2026 (2015).

Effect of the listed building

- 6.10. Due to the location of the proposal it is considered that there would be no harm to the setting of the Listed Building (Dockle Farm House PH), located some distance to the south of the proposal site. The New Inn is located between the proposal and the listed building. Therefore the proposal is considered to be in conformity with policy EN10 of the Swindon Borough Local Plan 2026 (2015). The setting of the listed building is preserved.

Neighbouring Amenity

- 6.11. It is considered that the application is in conformity with Policy DE1 of the Swindon Borough Local Plan in regards of the impact on the amenity of the neighbouring properties. There are windows on the front of the building that are going to face 181, 179 and 177 Swindon Road. But as there is a main road between them both this will not have a harmful impact. There are to be windows on the north elevation of the

proposal that are the furthest distance from the boundary, there is a distance of 21m which would have minimal impact on in regards of overlooking to 9 Cameron Close.

- 6.12. Due to the location of the proposal there would be minimal impact on the availability of light to the neighbouring properties to the north of the site. This is as the main bulk of the building is in the centre of the proposal site. The ridge height of the proposal is 8.1m, similar to the ridge height of the New Inn, therefore this would not create a dominant impact on the neighbouring properties.

Design

- 6.13. The development is considered to be infill development due to the location of the proposal and the replacement of a dwelling and the car park. The proposal viewed from the main highway Swindon Road would give the impression that the site contains a pair of semi-detached properties. There are to be separate paths leading the front of the properties, along the front of the property there is proposed to be boundary planting along the road frontage.
- 6.14. In the surrounding area there is a mix of different sizes of plots and properties, there are various infill developments. The shape, design and materials of the proposed building are considered to be in keeping with the New Inn PH. The bulk and scale of the proposal maintains the streetscene and the building line of the surrounding area. The location of the proposal would not create a dominant feature as it is set back from the main highway.
- 6.15. The parking spaces are located to the rear of the site and would not be visible from the main highway. There is an area of lawn and planting between the flats and the parking space. It is recommended that the planting and landscaping is conditioned.
- 6.16. The proposal is deemed to be consistent with the surrounding area and therefore meets the requirements of Policy DE1 of the Swindon Borough Local Plan 2026 (2015) and the adopted Backland and Infill Development SPD (2008).

Highways

- 6.17. It is considered that the proposal is in conformity with Policy TR2 of the Swindon Borough Local Plan 2026 (2015). This is discussed below.
- 6.18. The floor space of the public house has been confirmed and an assessment of the required parking provision for the public house in accordance with SBCs Parking Standards has been provided. The public house would be required to provide 16 car parking spaces to comply with the Parking Standards, the revised proposal for 6 apartments leaves 60 spaces for the public house. The date of the parking survey has been confirmed and indicates that for this particular public house even during the peak trading periods parking demand is low and the reduced car park will have significant spare capacity. The 12 parking spaces for the flats are acceptable being 2 spaces per-unit. Visitor parking can take place in the pub car park.
- 6.19. A 2m footway is now proposed from the highway to the front doors of each of the apartments, thus safe pedestrian provision is now included in the scheme. The distance from the bin store to the collection point is still greater than the recommended distance, the applicant has confirmed that a management company

will move the bins for collection. An internal brick wall is sufficient to separate the cycle parking from the refuse area in order to provide a safe and clean environment for the parking of cycles to encourage sustainable transport. Drawing numbered 220 Rev B indicates the internal layout of the cycle store and shows parking for 8 cycles. The developer has confirmed that the deliveries to the public house will remain unchanged.

7. Concluding Comments

- 7.1. It is deemed that the proposal would not harm the character of the streetscene or the amenity of the neighbouring properties. The development is compliant with Policies DE1, TR2, ENV10 and SD2 of the adopted Swindon Borough Local Plan 2026, Backland and Infill Development SPD and the NPPF. Therefore it is recommended that planning permission be approved.
- 7.2. The Parish Council have not explained what harm arises from their view that the development comprises of over development and your officers do not share their concern.

8. Recommendation

- 8.1. That planning permission be GRANTED with conditions

Conditions

Time limit

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.

Drawings

2. This approval shall be in respect of drawing 100 A, 200 E received by the Local Planning Authority on 17th February 2016. Drawing 101E, 211 A and 221 B received by the Local Planning Authority on 2nd February 2016. Design and Access Statement received by the Local Planning Authority on 15th March 2016.

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

Materials

3. Prior to the commencement of works on site in connection with the development hereby permitted, 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.

Slab Levels

4. Prior to the commencement of works on site in connection with the development hereby permitted, details of the proposed slab levels of the building(s) 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

Surface Water

5. Prior to the commencement of works on site in connection with the development hereby permitted, details of the proposed means of disposal of surface water from the development shall have first been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: In order to minimise danger and inconvenience to users of the highway.

Wheel cleaning facilities

6. Before the development hereby permitted is commenced, including site preparation works, details of wheel cleaning facilities shall be submitted to the Local Planning Authority for approval in writing and shall thereafter be maintained in the approved form during the implementation of the development hereby permitted, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

Landscaping

7. Prior to the commencement of works on site in connection with the development hereby permitted, a scheme of landscaping to include a schedule of proposed hard and soft materials including plants to be used and a timetable of works, shall first have been submitted to and approved in writing by the Local Planning Authority. A Key that identifies the plants proposed (preferably in horticultural Latin), their size at planting, planting densities and whether pot grown or open ground specimens must also be submitted. The scheme shall also 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.

Construction Method Statement

8. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;
- iv. provide for the storage of plant and materials used in constructing the development;
- v. provide for wheel washing facilities;
- vi. specify the intended hours of construction operations;
- vii. measures to control the emission of dust and dirt during construction

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.

Dust

9. Before the development commences a dust action plan shall be submitted to and agreed in writing by the local planning authority which specifies provisions for the control of dust on site. The scheme must be implemented and maintained in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Noise

10. Before the development commences a scheme shall be submitted to and agreed in writing by the local planning authority which specifies the provisions to be made for the control of noise emanating from construction works at the site as per the Code of Practice for noise and vibration control on construction and open sites BS 5228. The noise mitigation scheme shall be implemented prior to the use of the site. The scheme must be maintained and shall not be altered without the prior written approval of the local planning authority.

Pedestrian access

11. The development hereby permitted shall not be occupied until the means of access for pedestrians and vehicle access has been constructed in accordance with the approved plans [drawings numbered 200 Rev B] including the visibility splays.

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.

Vehicular access and Parking

12. The building(s) hereby permitted shall not be occupied until the vehicular parking and turning facilities have been provided in accordance with the submitted plan [drawing no 200 Rev B], 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.

Cycle

13. The dwelling(s) hereby permitted shall not be occupied until space has been laid out within the site for a minimum of 8 bicycles to be parked in a secure and sheltered location in accordance with drawings numbered 200 Rev B & 220 Rev B, in accordance with SBCs Parking Standards and such provision shall be maintained thereafter.

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

Footway

14. Prior to first occupation, details of a scheme to widen the footway on the public house frontage of the site to 2m shall 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 in accordance with Policy TR1 of Swindon Borough Local Plan.

Noise survey

15. Prior to occupation of the residential units, a pre-occupation validation noise survey shall

be conducted in order to demonstrate that the noise mitigation measures detailed are effectual in reducing external noise to an acceptable level and a certificate of compliance by an approved acoustic assessor should be submitted to the Local Planning Authority to demonstrate that the standards required under BS 8233:2014 have been achieved. The survey shall demonstrate compliance with the following criteria:

Resting 35 dB LAeq,16hour

Dining 40 dB LAeq,16hour

Sleeping 30 dB LAeq,8hour

45dB LAFmax

50dB LAeq in external amenity spaces

Sound insulation

16. Where the BS 8233 Guidance on sound insulation and noise reduction for buildings standards cannot be met with windows open, a scheme of noise insulation (to the standard laid down in the Noise Insulation Regulations 1975 or, any equivalent standard approved by the Local Planning Authority) shall be agreed by the Environmental Protection Unit (Acoustics Section) and implemented before occupation of the building. This is to include acoustic double glazing with sound attenuated means of ventilation.

Noise levels

17. The proposed residential units shall be designed to meet the indoor ambient noise levels contained in British Standard 8233:2014 (or later versions) which currently require:

Resting 35 dB LAeq,16hour

Dining 40 dB LAeq,16hour

Sleeping 30 dB LAeq,8hour

45dB LAFmax

Construction

18. No external construction works, deliveries, external running of plant and equipment or internal works audible outside the site boundary shall take place on the site other than between the hours of 07:30 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturday. There shall be no such working Sundays, Public or Bank Holidays without the prior written consent of the local planning authority.

Informative

Works in Public Highway

1. 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.

CIL Liable Development

2. 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.

New dwelling

3. In addition to this consent, please contact gazetteer@swindon.gov.uk or ring 01793 466378 for information and advice regarding the registration of new or revised property addresses. The naming of streets and addressing of properties within the Borough, is controlled by Swindon Borough Council under the Town Improvement Clauses Act 1847. The Act is used to make sure that any new street names, building names and numbers are allocated logically and that a unique and unambiguous address is provided for every property within the borough.

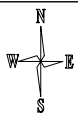
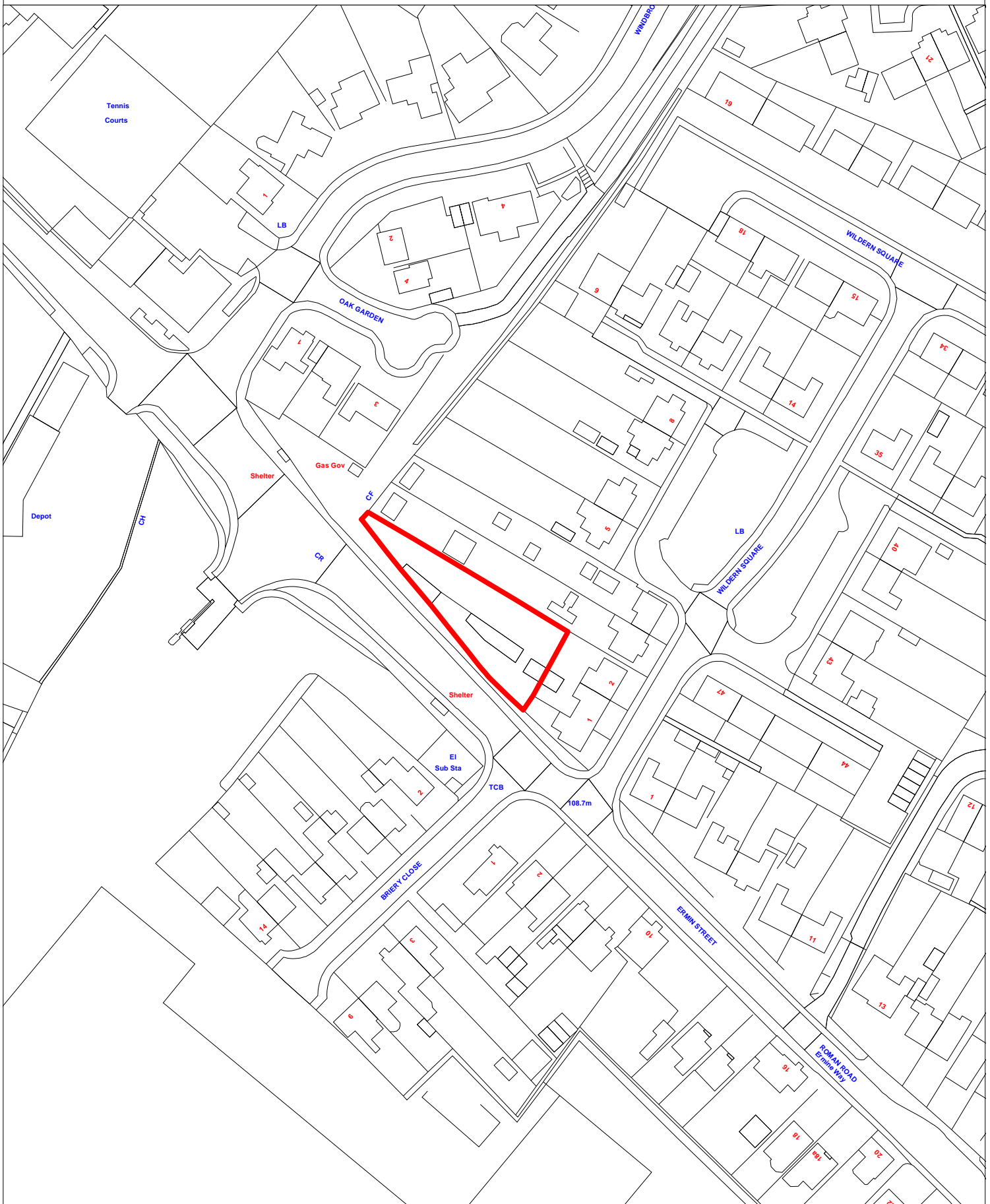
Fire measures

4. 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

Erection of 3no. dwellings and associated works.

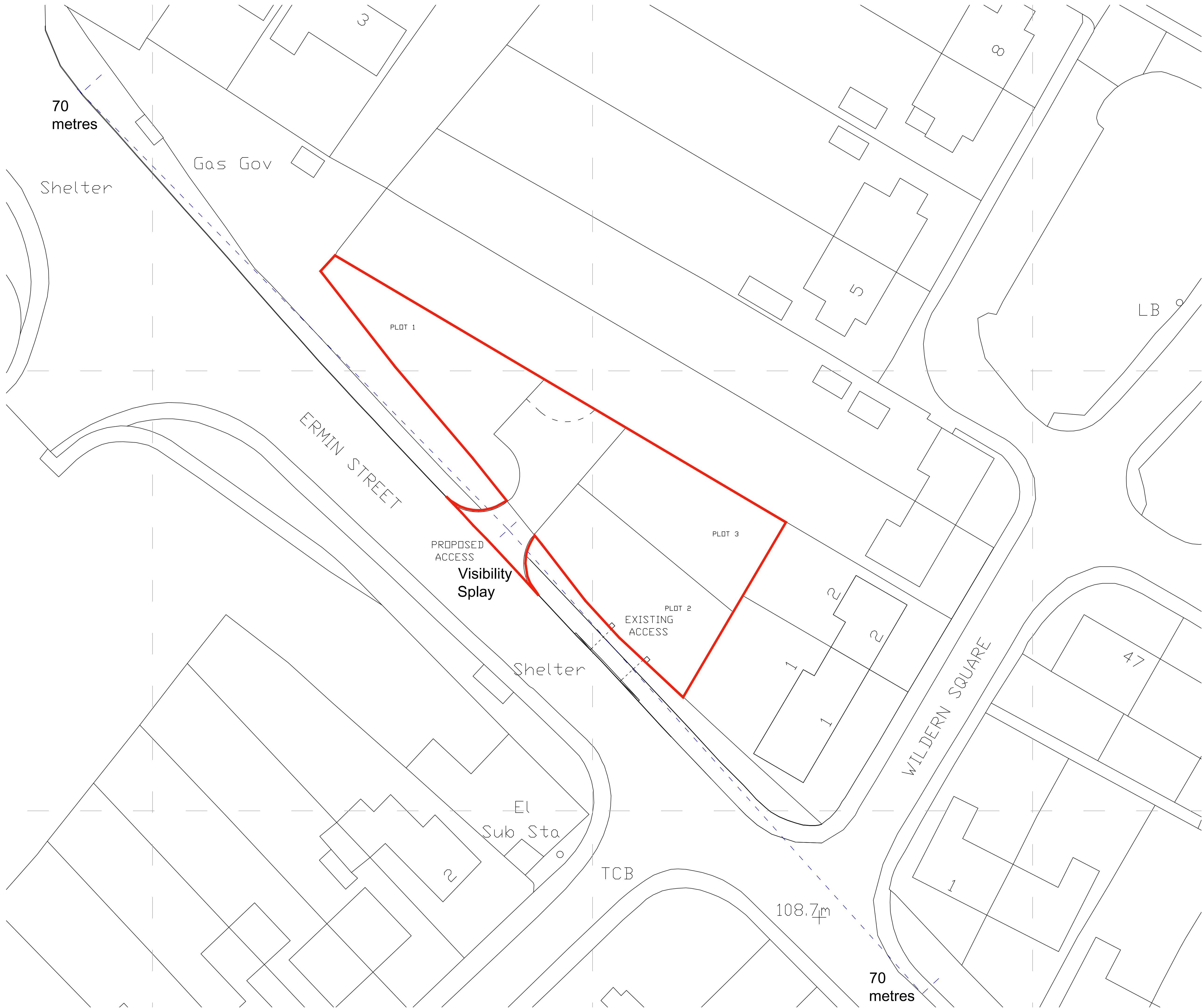
Land To The Rear Of 1, 1A And 2 Wildern Square Kingsdown Swindon SN3 4RG



This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
In all cases references should be made to the submitted plans.



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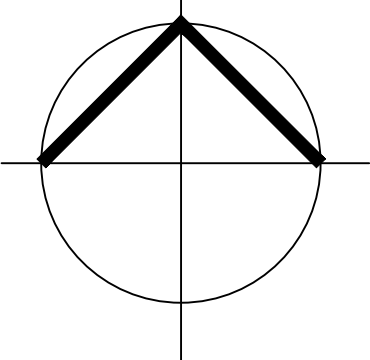
General Notes

LEGEND

Site Boundary



North

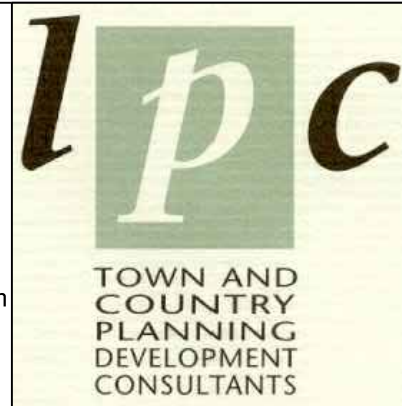


01	Adjusted	Nov.15
No.	Revision/Issue	Date

LPC (Trull) Ltd
Trull
Tetbury
Gloucestershire
GL88SQ

Tel: 01285 841433
Fax: 01285 841489
Email: admin@lpcrull.com

Registered in England & Wales No.0209960
Registered Office: Trull, Tetbury, Glos



Project Name and Address

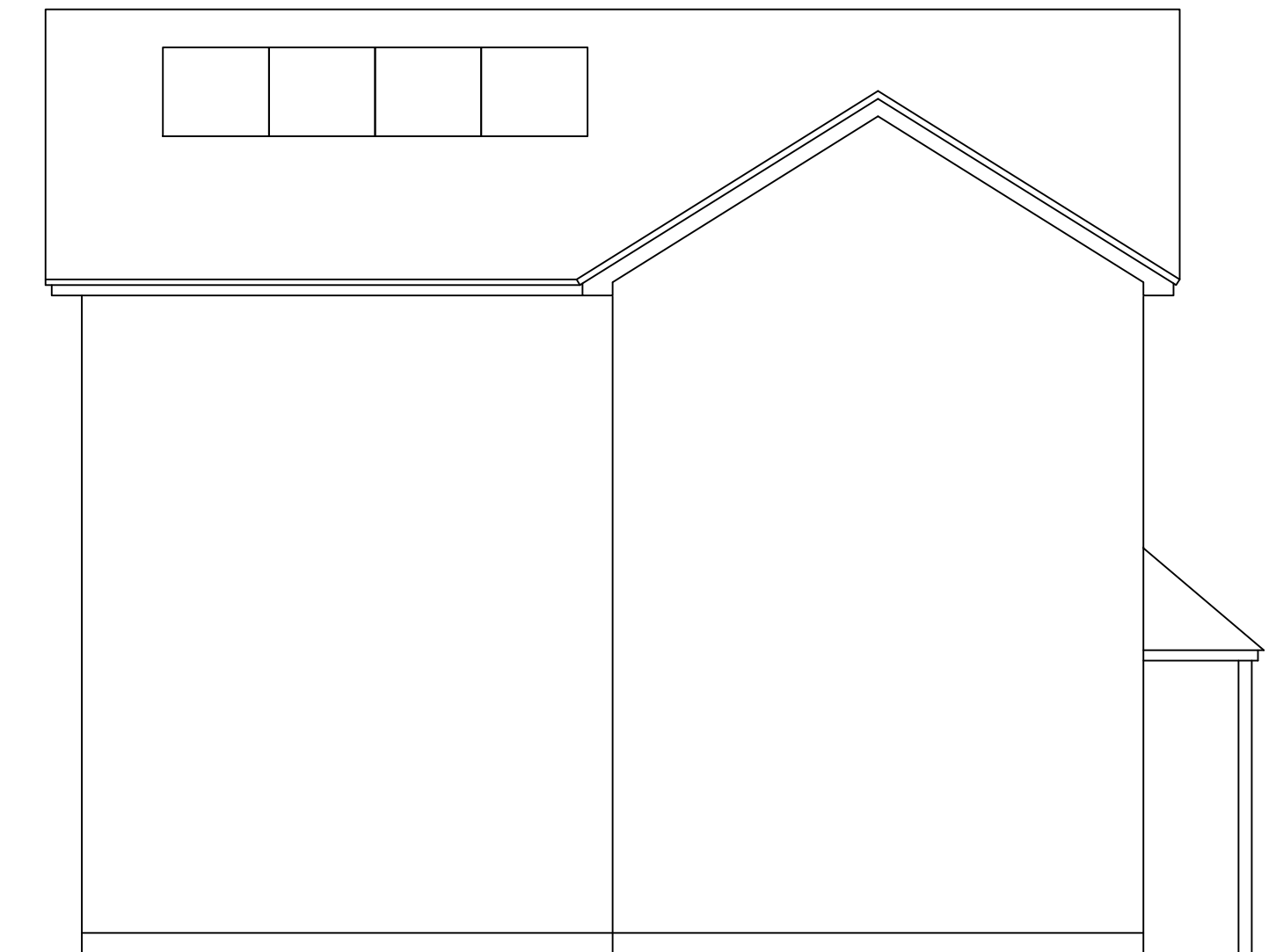
**Proposed Housing
Wildern Square
Swindon**

Project	VISIBILITY SPLAY	Sheet
Date	Nov 2015	A06
Scale	1:200 @ A1	

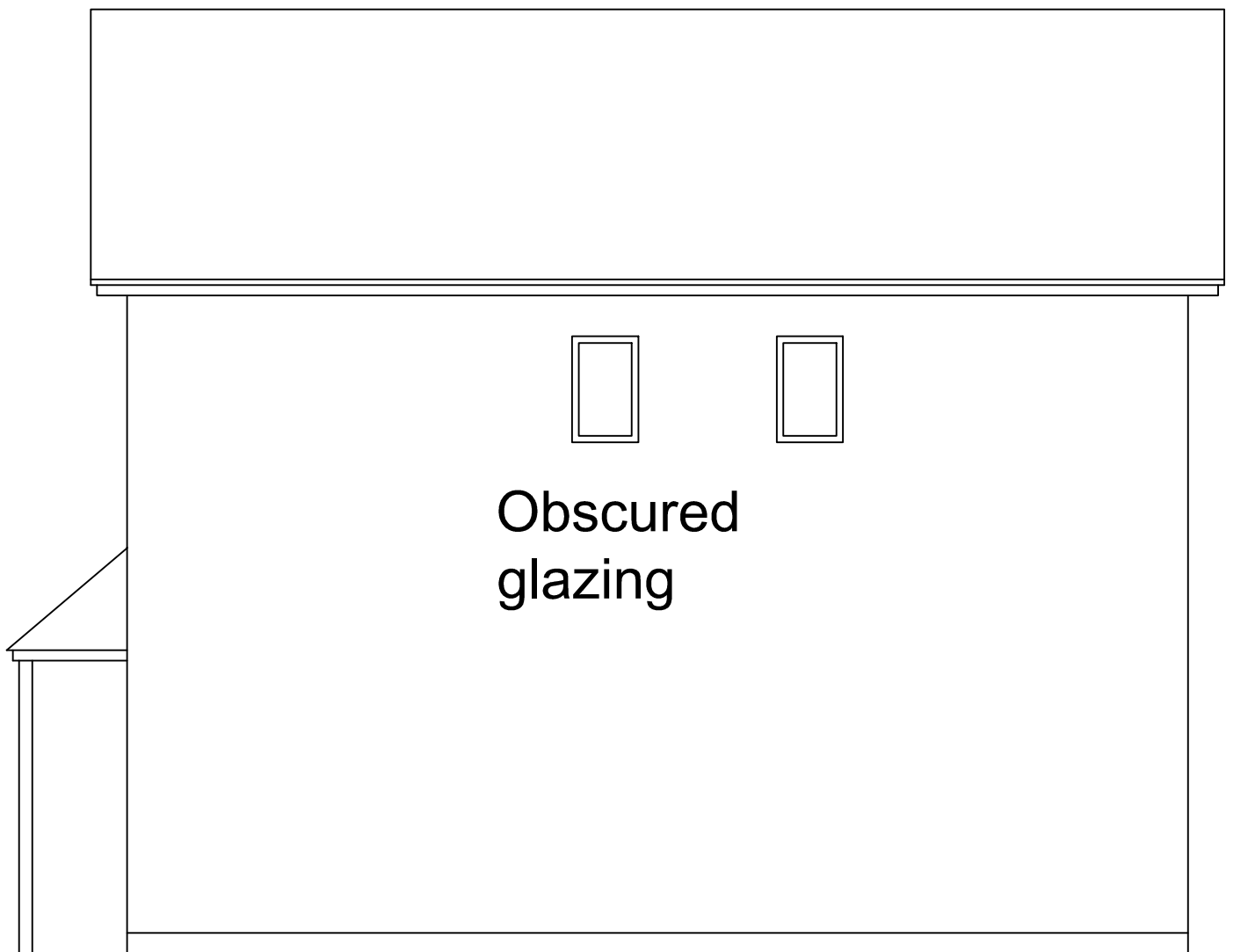
Solar
Panels



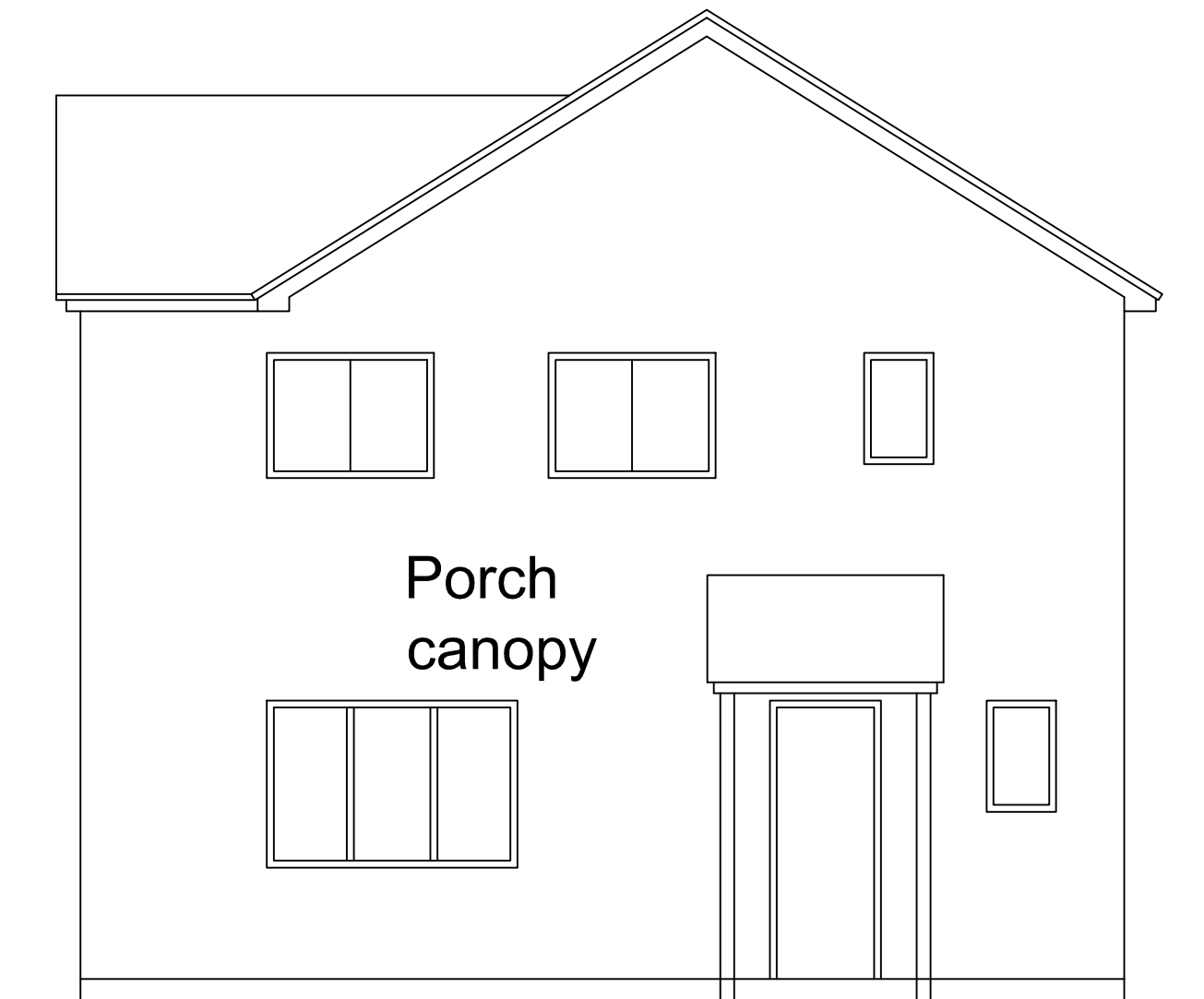
REAR ELEVATION
1:50@A1



SIDE ELEVATION
1:50@A1



SIDE ELEVATION
1:50@A1



FRONT ELEVATION
1:50@A1

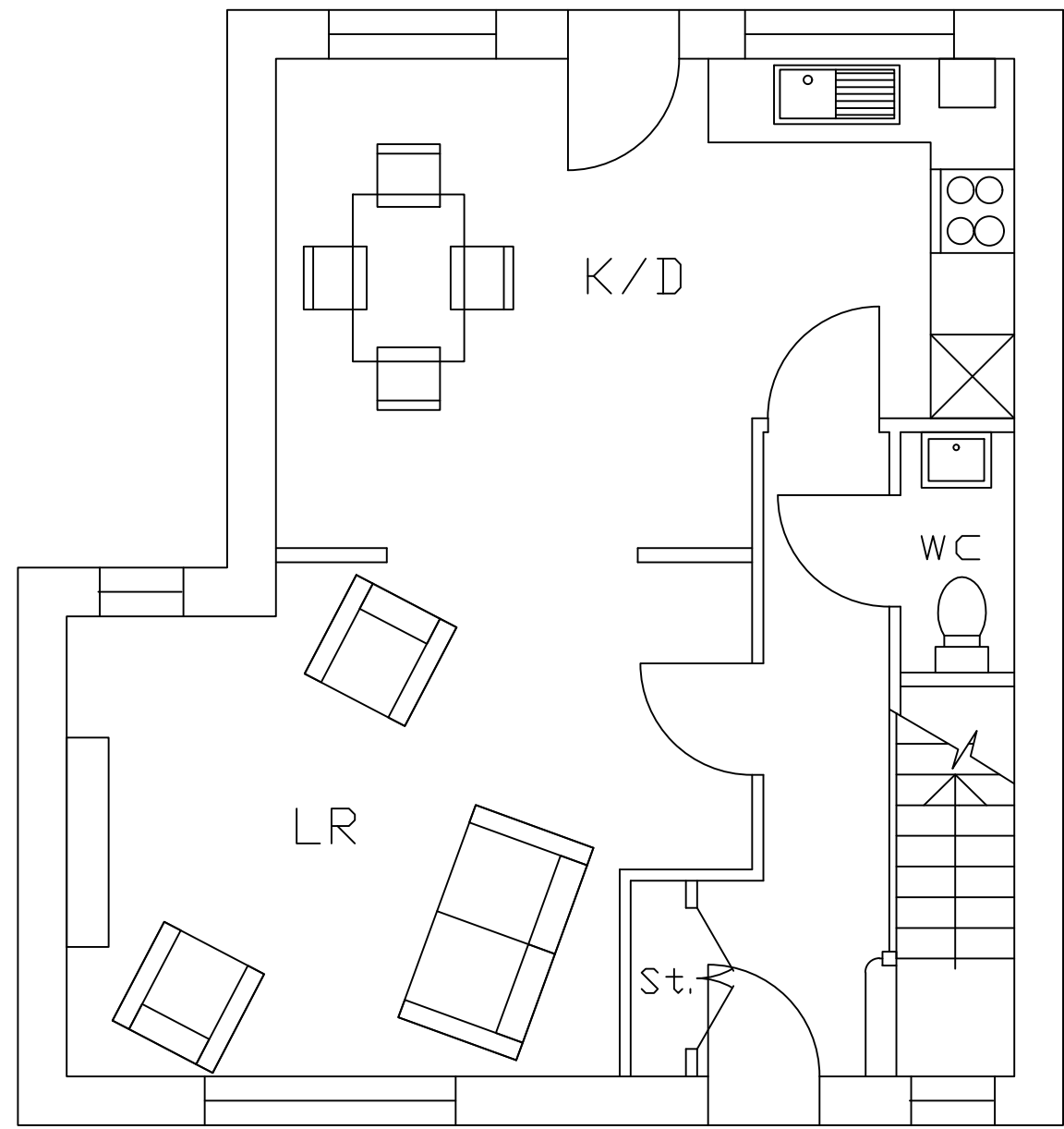
PROPOSED MATERIALS

WALLS - Brick - Red

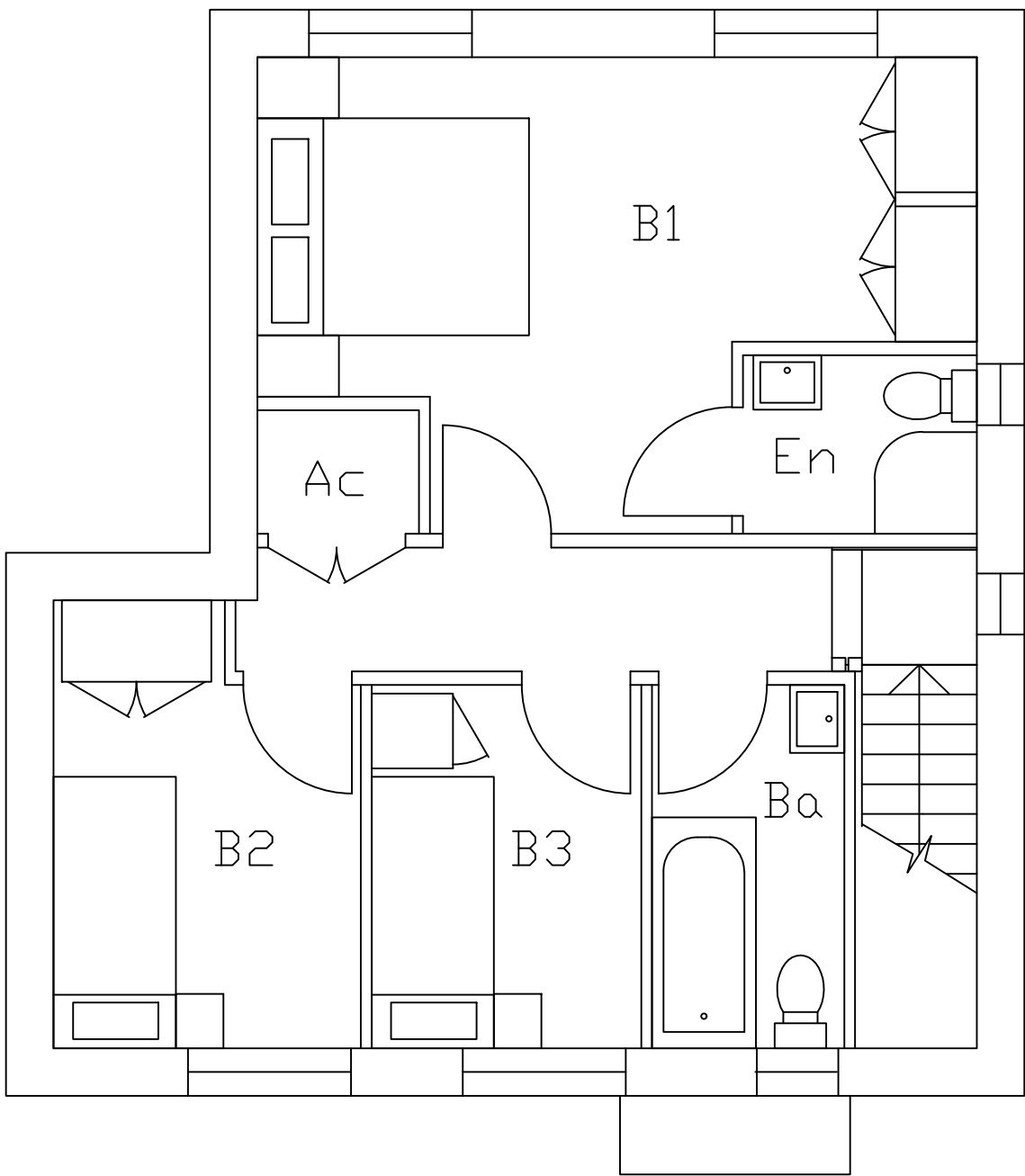
ROOF - Concrete tiles - Smooth Grey

Windows & Doors - UPVC White

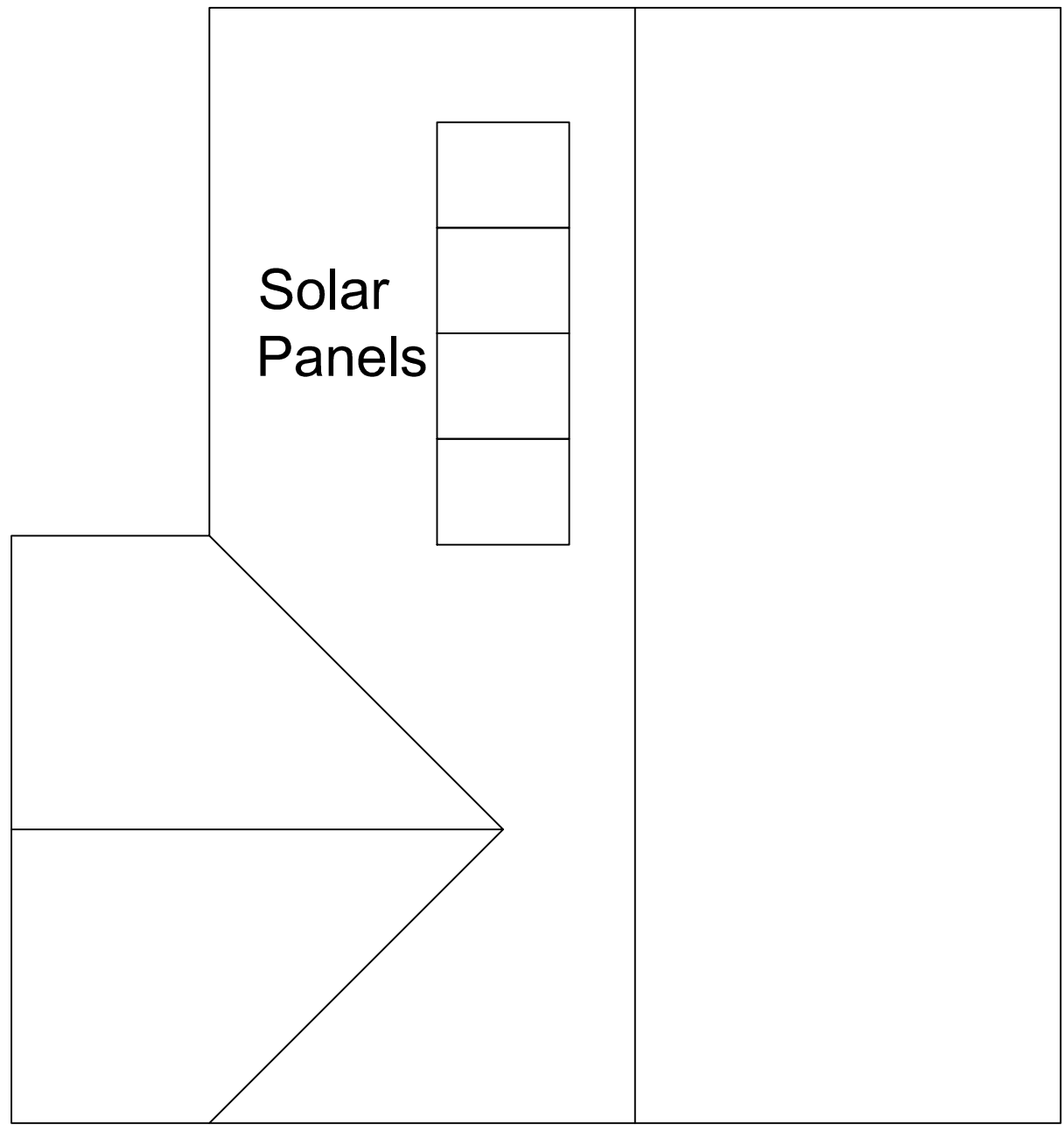
Glazing - Clear Double Glazed Units



GROUND FLOOR PLAN
1:50@A1



FIRST FLOOR PLAN
1:50@A1



ROOF PLAN
1:50@A1

- KEY**
LR - Living Room
K/D - Kitchen & Dining Room
St.- Store
B1 - Bedroom
En - Ensuite
Ba - Bathroom
Ac - Cupboard
wc - toilet

03	Revised Layout & Plot No.s	Jan16
02	Adjusted Plot Numbers	Nov15
01	Adjusted Design	Aug15
No.	Revision/Issue	Date

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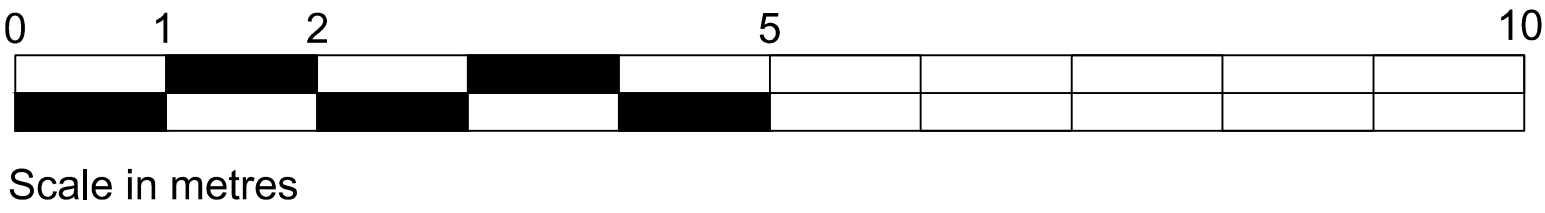


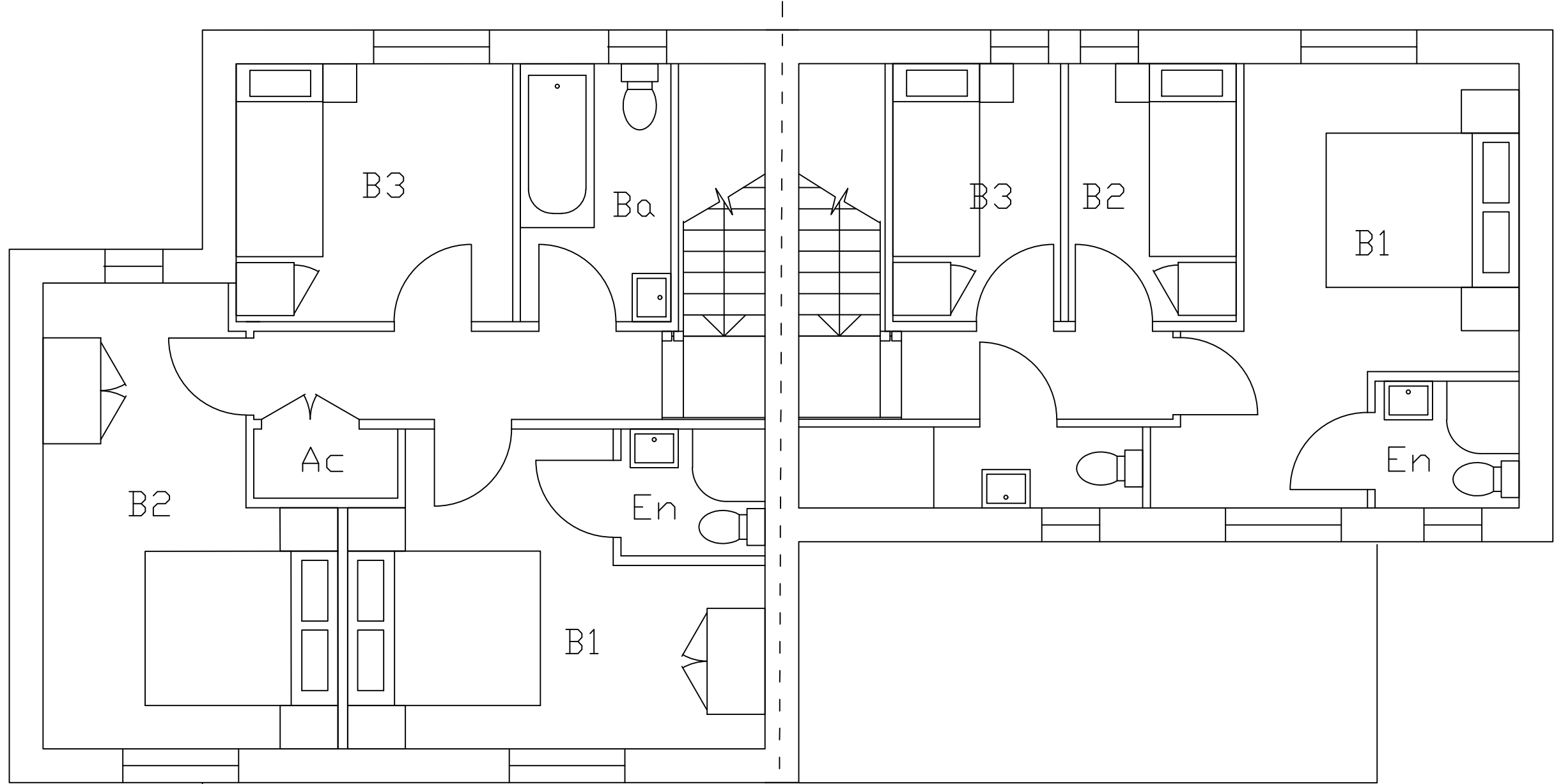
TOWN AND
COUNTRY
PLANNING
DEVELOPMENT
CONSULTANTS

Project Name and Address

**Proposed Housing
Wildern Square
Swindon
Plot 1**

Project 3 BED HOUSE	Sheet
Date Jan 2016	A03
Scale 1:50 @ A1	

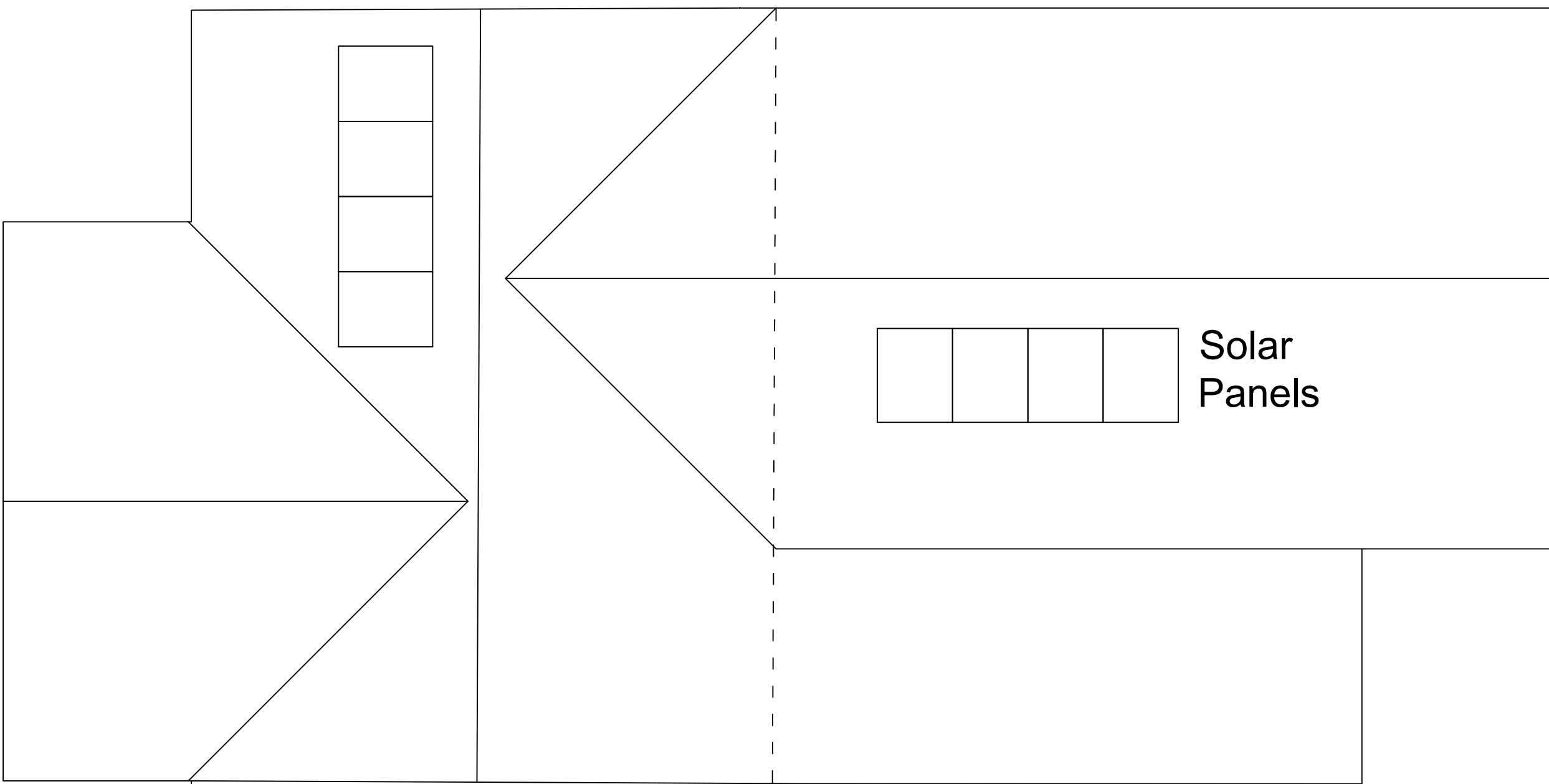




PLOT 2

PLOT 3

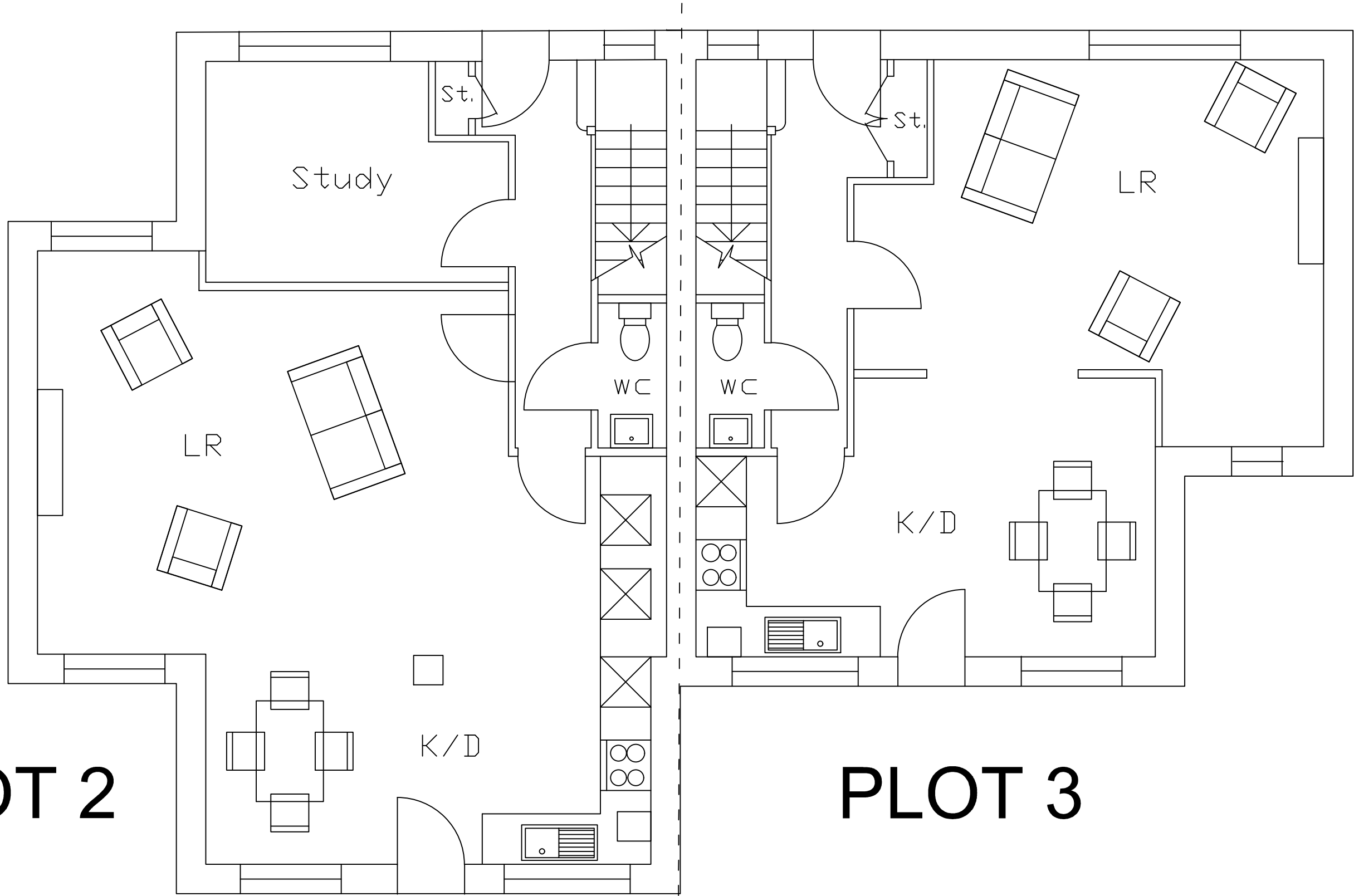
FIRST FLOOR PLAN
1:50@A1



PLOT 2

PLOT 3

ROOF PLAN
1:50@A1

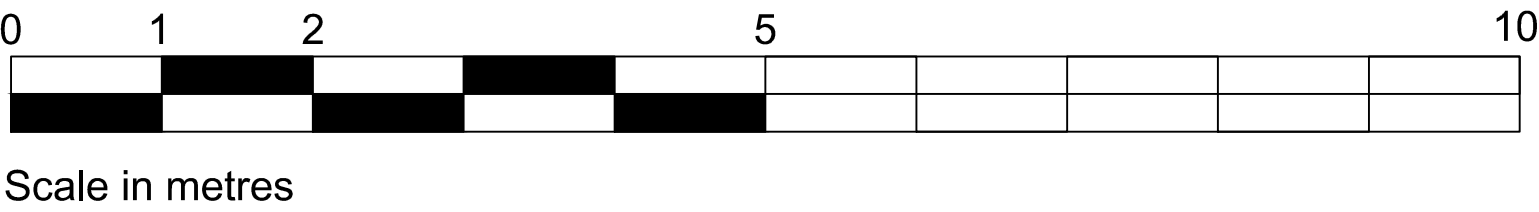


PLOT 2

PLOT 3

GROUND FLOOR PLAN
1:50@A1

- KEY
- LR - Living Room
 - K/D - Kitchen & Dining Room
 - St.- Store
 - B1 - Bedroom
 - En - Ensuite
 - Ba - Bathroom
 - Ac - Cupboard
 - wc - toilet



Scale in metres

02	Revised Layouts & Plot No.s	Jan16
01	Adjusted Design	Aug15
No.	Revision/Issue	Date

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l p c

TOWN AND
COUNTRY
PLANNING
DEVELOPMENT
CONSULTANTS

Project Name and Address

**Proposed Housing
Wildern Square
Swindon
Plots 2 & 3**

Project	3 BED HOUSES	Sheet	A02
Date	Jan 2016		
Scale	1:50 @ A1		

PROPOSED MATERIALS

WALLS - Brick - Red

ROOF - Concrete tiles - Smooth Grey

Windows & Doors - UPVC White

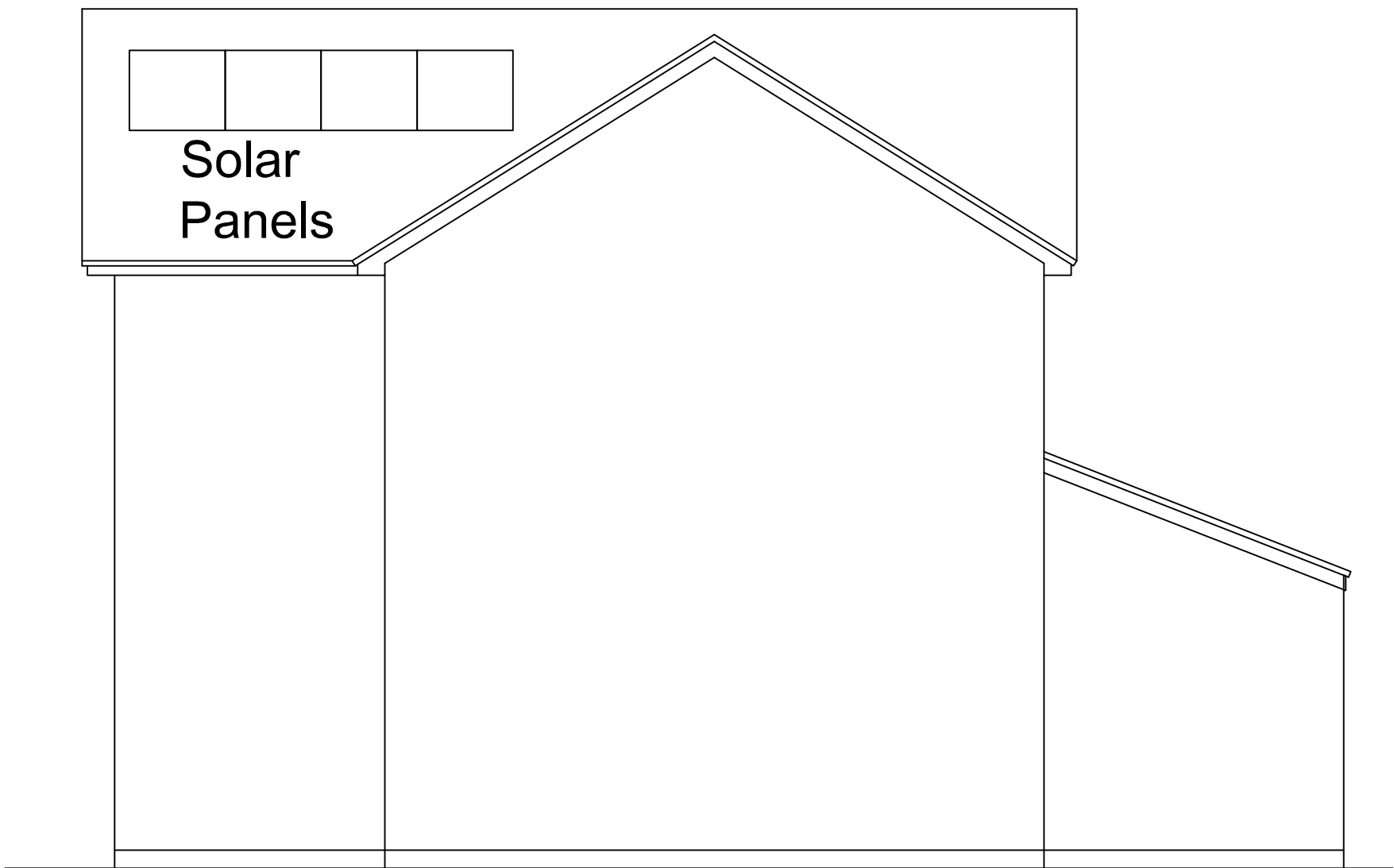
Glazing - Clear Double Glazed Units



PLOT 3

FRONT ELEVATION
1:50@A1

PLOT 2



SIDE ELEVATION
1:50@A1

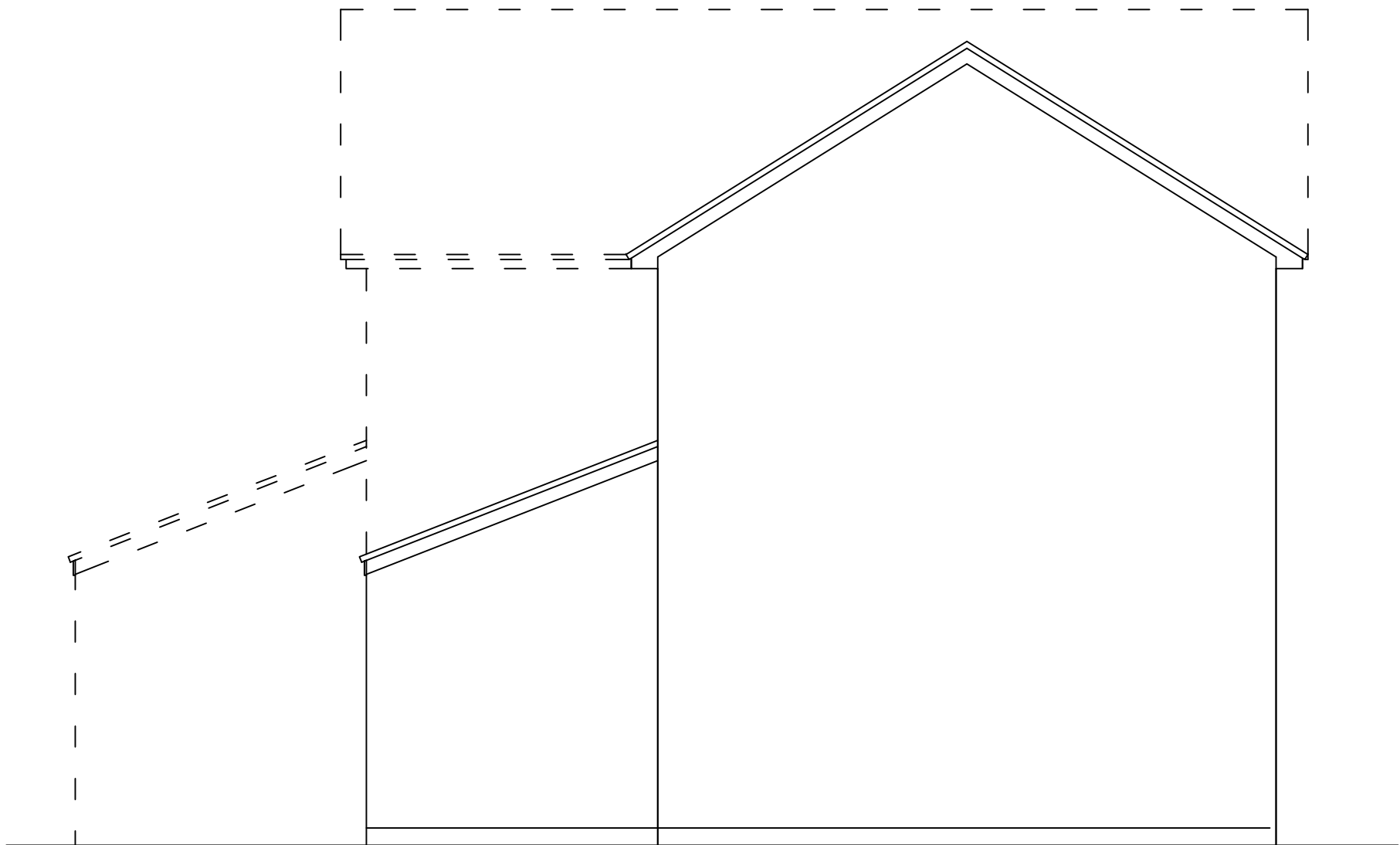
PLOT 2



PLOT 2

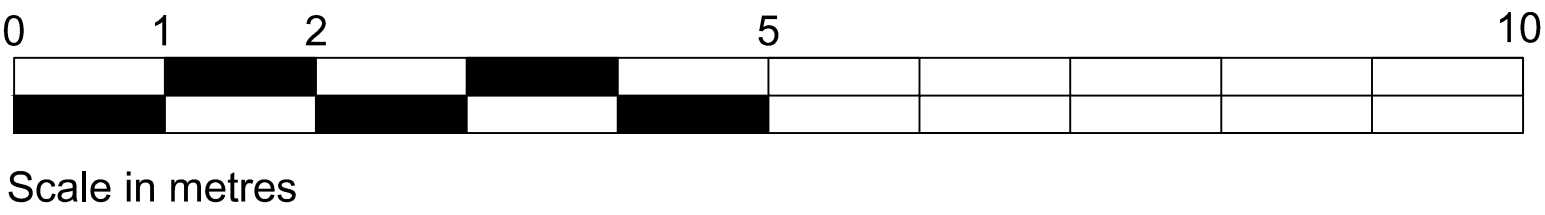
REAR ELEVATION
1:50@A1

PLOT 3



SIDE ELEVATION
1:50@A1

PLOT 3



02	Revised Elevations & PlotNo.s	Jan16
01	Design Amended	Sep15
No.	Revision/Issue	Date

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TOWN AND
COUNTRY
PLANNING
DEVELOPMENT
CONSULTANTS

Project Name and Address

Proposed Housing
Wildern Square
Swindon
Plots 2 & 3

Project	3 BED HOUSES	Sheet	A05
Date	Jan 2016		
Scale	1:50 @ A1		



General Notes

North

Scale in metres

LEGEND

Waste Bin & Recycling Store

Rainwater Butt

Composter

Bike storage

Trees & Hedges

Site Boundary

02	Revised Layouts & Plot No.s	Jan16
01	Adjusted Design	Aug15
No.	Revision/Issue	Date

LPC (Trull) Ltd
Trull
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Registered Office: Trull, Tetbury, Glos

TOWN AND COUNTRY PLANNING DEVELOPMENT CONSULTANTS

Project Name and Address

Proposed Housing
Wildern Square
Swindon

Project	BLOCK PLAN	Sheet
Date	Jan 2016	A01
Scale	1:100 @ A1	



COMMITTEE REPORT

Item Number: 11

Ward: St Margaret And South Marston

Application Number: S/15/1580/JROD

Parish: Stratton St Margaret

Proposal: Erection of 3no. dwellings and associated works.

Site Location: Land To The Rear Of 1, 1A And 2 Wildern Square, Kingsdown, Swindon

Case Officer: Miss Jane Rodens

Agent:

Mr Simon Chambers
LPC (Trull) Ltd
Trull
Tetbury
Gloucestershire
GL8 8SQ

Applicant

Mr A Hobbs

C/o Agent

Officers Report

1. Background

- 1.1. The application has been called in to Planning Committee by Stratton St Margaret Parish Council.
- 1.2. Members will note that the application or originally proposed 4 new dwellings ad the application has been amended to omit one and reduce the proposal to 3 new dwellings.

2. Summary of Recommendation

- 2.1. That planning permission be GRANTED with conditions

3. The Proposal

- 3.1. This application seeks full planning permission for the erection of 3no. 3 bed dwellings and associated works within the garden of 1, 1A ad 2 Wildern Square. It is proposed to consist of a semi-detached dwelling to the south east of the site that is north west facing and a detached dwelling which is to the north west of the site that is south east facing.
- 3.2. The access to the site is proposed from Ermin Street. There is a hedge to be retained on the south west boundary of the site, the other boundary treatments are proposed to be timber close board fence. Two parking spaces are provided to each of the properties. Also to the front are located the waste bin and recycling store. To the rear there is a bike store. The existing access is to be closed.
- 3.3. The external finishes of the properties are red brick walls, concrete tiles on the roof and white UPVC windows and doors.

4. The Site and Surroundings

- 4.1. The application site comprises of a roughly triangular shaped parcel of land. To the south east of the proposal are 1, 1a and 2 Wildern Square, to the south west is Ermin Street. Currently the access to the site is from Ermin Street, there is a mature hedge that borders the edge of the site. Currently there are out buildings and car parking spaces for the business that use the site. The out buildings are to be removed.

5. Representations

Current Plans

- 5.1. Neighbours: 3 Wildern Square (Objection): This is back garden development, this is in appropriate for the area. Currently the dwellings of 1, 1a and 2 are rented out and their cars are parked all over the square. The increase of activity in the area will increase the amount of noise in the area.
- 5.2. Highways: No objection, subject to conditions
- 5.3. Parish Council: Have called it into planning committee as this is an overdevelopment of the site and would like a reduction in the number of dwellings. A reduction will also alleviate the concerns to do with parking.

Previous revision

- 5.4. Neighbours: 3 Wildern Square (Objection): This is back garden development, this is in appropriate for the area. Currently the dwellings of 1, 1a and 2 are rented out and their cars are parked all over the square. The increase of activity in the area will increase the amount of noise in the area.

6. Planning Considerations

- 6.1. The key considerations relate to the principle, design and appearance of the proposal in relation to the surrounding area, the impact upon the neighbour's amenity must also be taken into consideration.
- 6.2. The Government launched the Planning Practice Guidance web-based resource on 6 March 2014. In this case it is considered that the Planning Practice Guidance does not provide any further new guidance that would materially affect the advice contained in the NPPF.
- 6.3. The Swindon Borough Local Plan 2026 adopted on the 26th April 2015 is the development plan that is to be used. The policies that apply to this application is: DE1, HA1, SD2 and TR2.
- 6.4. Policy DE1 (High Quality Design) of the Swindon Borough Local Plan 2026 states that high standards of design are required for all types of development. Proposals for development shall respond to should address the objectives of sustainable development through high quality design and place-making principles in respect of, context and character, layout, form and function of the development, amenity and quality of the public realm.
- 6.5. Policy TR2 (Transport and Development) of the Swindon Borough Local Plan 2026 states within section h that parking provision, including secure cycle and motorcycle parking, should be provided in accordance with the Council's adopted parking

standards.

- 6.6. Policy HA1 (Mix, Types and Density) of the Swindon Borough Local Plan states housing should be design-led, in particular: densities, house types and sizes should respect the character of the surrounding area; there should be a variety of densities, house types and sizes; and higher densities should be directed towards Swindon's Central Area and locations served by a good range of services and facilities.
- 6.7. Policy SD2 (The Sustainable Development Strategy) of the Swindon Borough Local Plan 2026 ensure that development takes places within the urban areas of the Borough that are in proportion with their size.
- 6.8. The Adopted Backland and Infill Development SPD (2008) ensures that the development and the design of any residential scheme should be the character of its surroundings. Even proposals that would not be in prominent public view should be designed to harmonise with their surroundings. The most important influence on the design of any residential scheme should be the character of its surroundings. Even proposals that would not be in prominent public view should be designed to harmonise with their surroundings.

Principle of development

- 6.9. The proposal is located within the Swindon Urban Area, this is considered acceptable in regards of Policy SD2 of the Swindon Borough Local Plan if it is appropriate in this location of the town subject to other policies in the Swindon Borough Local Plan 2026 (2015).

Design and impact on the Streetscene

- 6.10. The design and number of proposed dwellings has changed. As there are to be three dwellings located on the site instead of four this has increased the plot size and increased the internal size of the properties, which are consistent with the surrounding area. There is both a front and rear garden to each of the dwellings. They have been redesigned to include features that are consistent with the other dwellings in the area.
- 6.11. It is considered that the bulk and design of the properties is therefore in keeping with the surrounding dwellings. The scale of the dwellings are proportionate to the plots that they are to be located in whilst maintaining the separation distances that are required. Along Ermin Street, which the proposal site is to be accessed from there are other small developments that are accessed off of this road. Therefore it is considered acceptable for this development on this area of land.
- 6.12. The hedge that is located along the boundary of the proposal site with Ermin Street is to be retained, there is also to be other boundary and landscaping features within the site. This will screen the proposal from the main road. It is recommended that a condition is added to ensure that this is added to the site and retained. In addition, the existing access is to be closed and details will be sought to ensure the details are satisfactory.
- 6.13. Currently on the site there are out buildings and sheds and an area of parking for 1 and 2 Wildern Square when required. It is considered that this development will

improve the site and the site is used for other purposes. These properties do benefit from parking at their own frontage off Wilder Square.

- 6.14. The proposal does represent the development of rear gardens but are accessed off ermi Street, thus they will be seen as frontage development. Nevertheless, the principle is considered to be in conformity with Policy DE1 of the Swindon Borough Local Plan 2026 (2015) in regards of design and the Backland and Infill Development SPD.

Neighbouring Amenity

- 6.15. It is considered that there would be minimal impact on the amenity of the neighbouring properties both in regards of the availability of light and overlooking. Therefore the proposal is in conformity with Policy DE1 of the Swindon Borough Local Plan 2026. The reasons for this are outlined below.
- 6.16. There is a distance of 21m between the primary elevations of the semi-detached properties and the detached property. There is also 21m between the rear elevation of the semi-detached properties and 1 and 2 Wildern Square. This is in accordance with the councils separation distances, between habitable rooms.
- 6.17. There are to be no windows on the side elevations of semi-detached properties. Whereas there are to be two windows on the side elevation of the detached property on the north east elevation. These are to accommodate an en-suite and landing. Due to the use of the windows it is considered that there would be minimal impact on the rear garden of 3 Wildern Square.
- 6.18. To the north east of the proposal site is to be rear garden of 3 Wildern Square. This runs the entire length of the proposal site. It is considered that the proposal would have the greatest impact on the rear garden of the property in the late evening. As the semi-detached properties (which are the closest) are 21m away from the rear elevation of the neighbouring property it is considered that there would be minimal impact in regards of overshadowing the private area of the garden. It is noted that the gardens of the properties in Wilder Square are unusually long.
- 6.19. There is a distance of 1m, at the closest point between plot 3 and the boundary with 3 Wildern Square. This would not create a dominant impact on the neighbouring properties garden. Plot 1 is also 1m away from the boundary of the 3 Wildern Square, as this is to the rear of the garden it is deemed that this plot will also not create a dominant effect on the rear garden. The private and most sensitive part of the neighbours properties will not be affected.

Highways

- 6.20. In regards of Policy TR2 it is considered that the proposal is acceptable, as parking is made for two cars for each dwelling. The amount and location of the spaces for each of the properties meets the requirements of the Car Parking Standards. The visibility and vehicle turning on the site is also acceptable. There is cycle storage on the site for all of the properties. There are conditions recommended to ensure that these are acceptable before the houses are occupied.

7. Other considerations

- 7.1. There is no indication in the planning history of 1 and 1a Wildern Square that they have been converted into flats or a house of multiple occupation of more than 6 people. Therefore it is assumed in regards of the neighbouring properties comments above that they property has been converted but lived in by less than 6 people. This would not need planning permission and therefore the car parking cannot be controlled.

8. Concluding Comments

- 8.1. The design and scale of the proposal is considered to be acceptable in this location and the plot sizes are consistent with the surrounding area. The parking provision and the area for maneuvering are also acceptable. There would be minimal impact on the amenity of the neighbouring properties. The development is compliant with Policies DE1, TR2, HA1 and SD2 of the adopted Swindon Borough Local Plan 2026, The Backland and Infill Development SPD and the NPPF. Therefore it is recommended that planning permission be approved.

9. Recommendation

- 9.1. That planning permission be GRANTED with conditions

Conditions

Time limit

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.

Drawings

2. This approval shall be in respect of drawing A01, A02, A03, A04, A05 and A06 received by the Local Planning Authority on 1st February 2016. 1:1250 ordnance survey site location plan received by the Local Planning Authority on 1st October 2015. Supporting Statement received by the Local Planning Authority on 14th March 2016.

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

Materials to be submitted

3. Prior to the commencement of works on site in connection with the development hereby permitted, 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.

Landscaping to be submitted

4. 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, 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.

Boundary treatment to be submitted

5. Prior to the commencement of works on site in connection with the development 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. This boundary treatment shall be implemented:

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

Slab Levels

6. Prior to the commencement of works on site in connection with the development hereby permitted, details of the proposed slab levels of the building(s) 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

Temporary Access

7. No site development works, or use by site traffic, shall take place until a scheme for the provision of a temporary access and parking, turning, loading, unloading, and storage areas for site operatives and construction traffic, and for the on-site wheel cleaning facilities to be used by all operatives so to prevent mud and detritus being brought on to the public highway for the duration of site works, has been submitted to and approved in writing by the local planning authority. Construction and site works shall be carried out in accordance with the approved scheme for the duration of the works.

Reason: In the interests of highway safety

Surface Access

8. Before the dwellings hereby approved are first occupied, a properly consolidated and surfaced access (not loose stone or gravel) shall be constructed for a minimum of 6.0m beyond the highway boundary, details of which shall have been submitted to and approved by the Local Planning Authority.

Reason: In the interests of highway safety

Visibility Splay

9. The development hereby permitted shall not be occupied until the visibility splays shown on the submitted plan, drwg no. A06 Rev 01, have been provided with no obstruction to visibility at or above a height of 1.05m above the nearside carriageway level. The visibility splays shall thereafter be maintained free of obstruction at all times.

Reason: In the interests of highway safety

Turning Area

10. The dwellings hereby approved shall not be occupied until the turning area shown on the submitted plan has been properly consolidated and surfaced to the satisfaction of the Local Planning Authority. Such turning area shall not thereafter be used for any other purpose.

Reason: In the interests of highway safety

Surface Water

11. Before the development hereby authorised is occupied, details of the provision for the sustainable disposal of surface water within the site, so as to prevent its discharge onto the highway, shall be submitted to and approved in writing by the Local Planning Authority, and fully implemented to the satisfaction of the Local Planning Authority.

Reason: In the interests of amenity and highway safety

Parking Spaces

12. No dwelling hereby permitted shall be occupied until the 2 parking spaces allocated to that property have been provided, as shown on the approved plans. Such parking spaces shall be kept clear of obstruction and retained only for the parking of vehicles in connection with the use of each property as a dwellinghouse

Reason: To ensure that satisfactory provision is made for the parking of vehicles off the highway at all times

Cycle Parking Facilities

13. Before the development hereby permitted is brought into use, secure parking facilities for cycles conforming to Swindon Borough Councils Parking Standards shall be completed in accordance with details and materials to be submitted to and approved in writing by the Local Planning Authority, and shall be retained and maintained thereafter for the duration of use.

Reason: In the interest of cycle user safety and transport sustainability

Dropped Kerb

14. Access to the development shall be by means of a dropped kerb crossing.

Reason: Visual acceptance by road users to this being a private access

No additional Windows

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 and any Order revoking and re-enacting that Order, no additional windows shall be formed in the side elevation of plot 1 and 3 (north facing elevation).

Reason: In the interests of residential amenity.

Obscure Glazing

16. All windows on the north side elevation of Plots 1 and 3 shall be obscuroly glazed.

Reason: In the interests of residential amenity.

Informative

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.

CIL Liabe Development

This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL visit

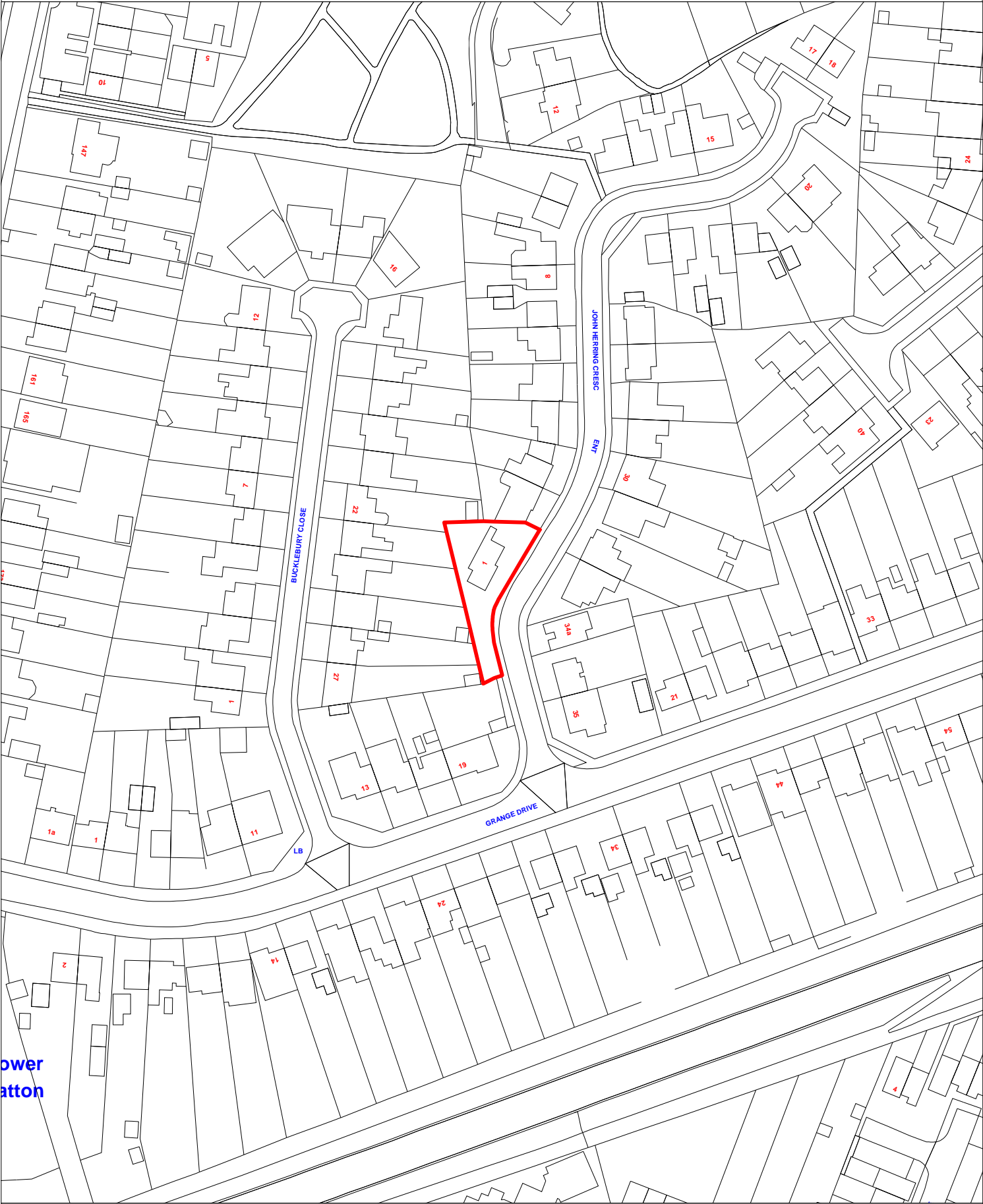
www.swindon.gov.uk/cil or telephone the SBC CIL Team on 01793 466289 or 466397 or email cil@swindon.gov.uk. To avoid additional financial penalties the requirements of the impact of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued.

Fire informative

End of Report

Erection of a two storey side extension.

1 John Herring Crescent Stratton St Margaret Swindon SN3 4JJ

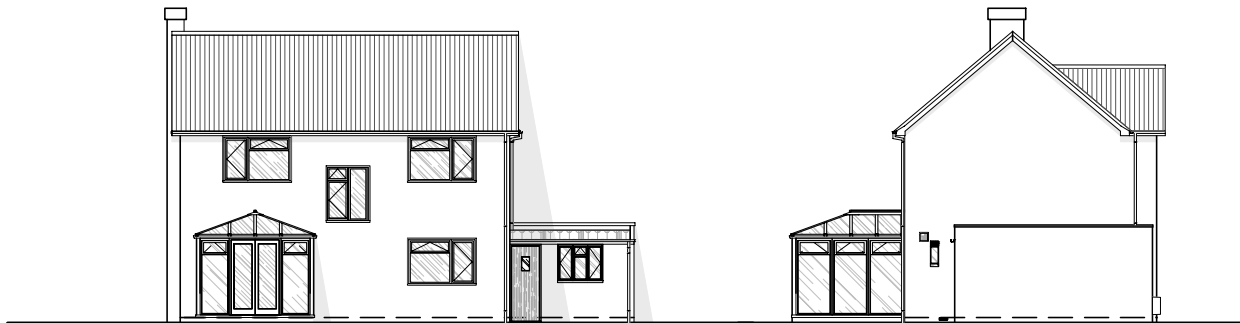


Erection of a two storey side extension.

1 John Herring Crescent Stratton St Margaret Swindon SN3 4JJ



This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
In all cases references should be made to the submitted plans.



Existing Rear Elevation

Existing Side Elevation

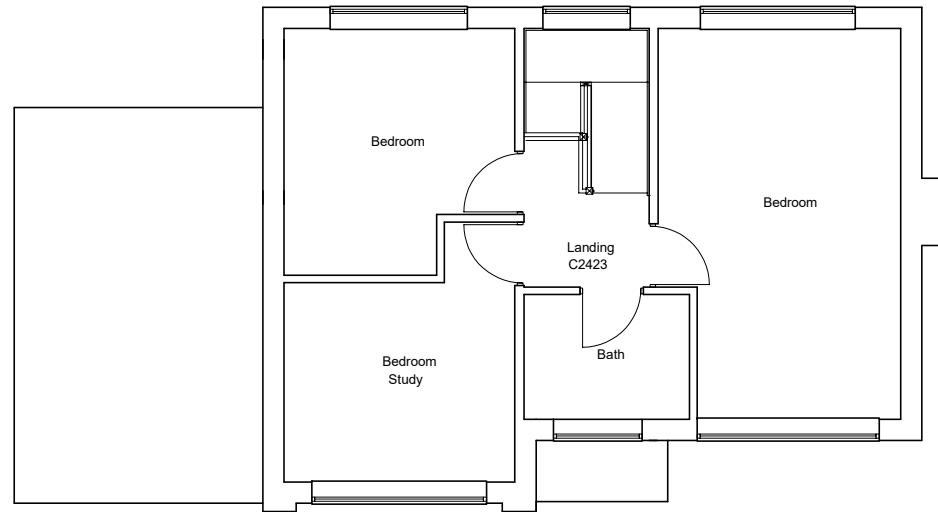


Existing Front Elevation



Proposed Rear Elevation

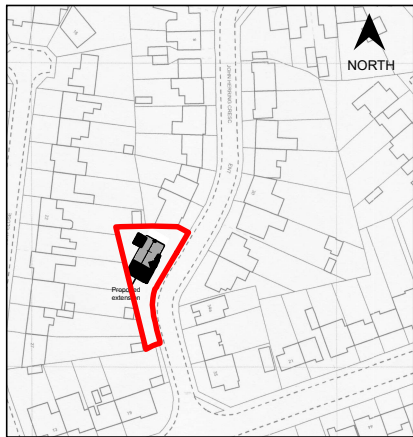
Proposed Side Elevation



Existing 1st Floor

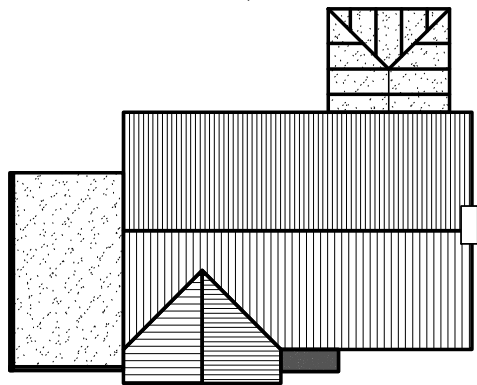


Existing Grd Floor

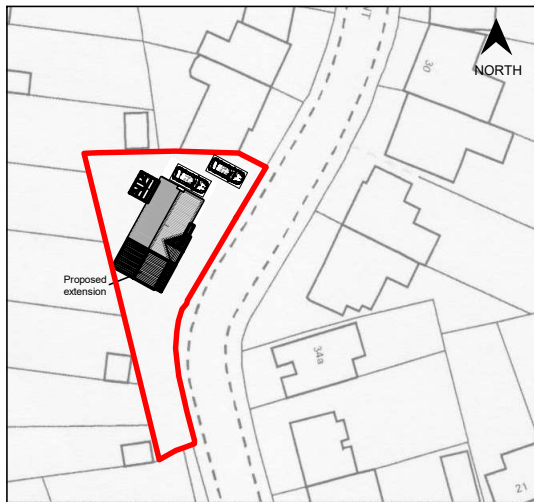


SITE PLAN SCALE 1:1250

Metres
SCALE 1:1250

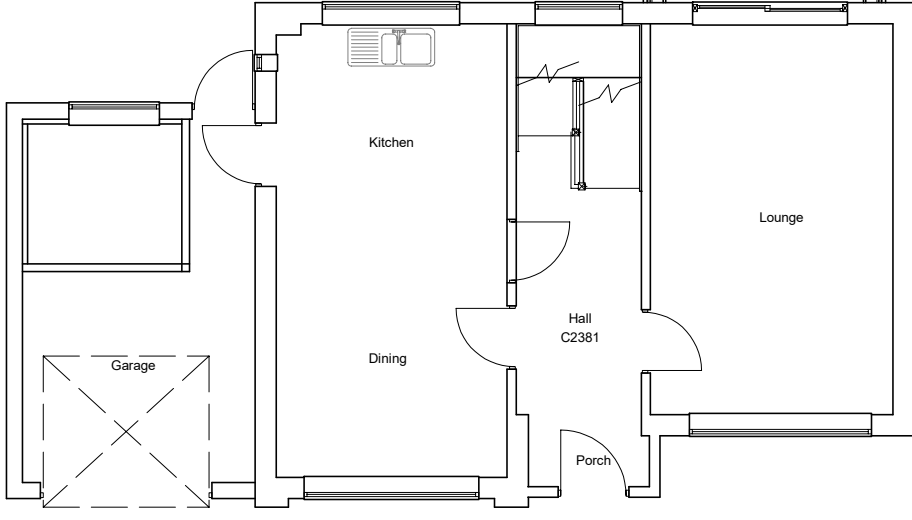


Existing Roof Plan

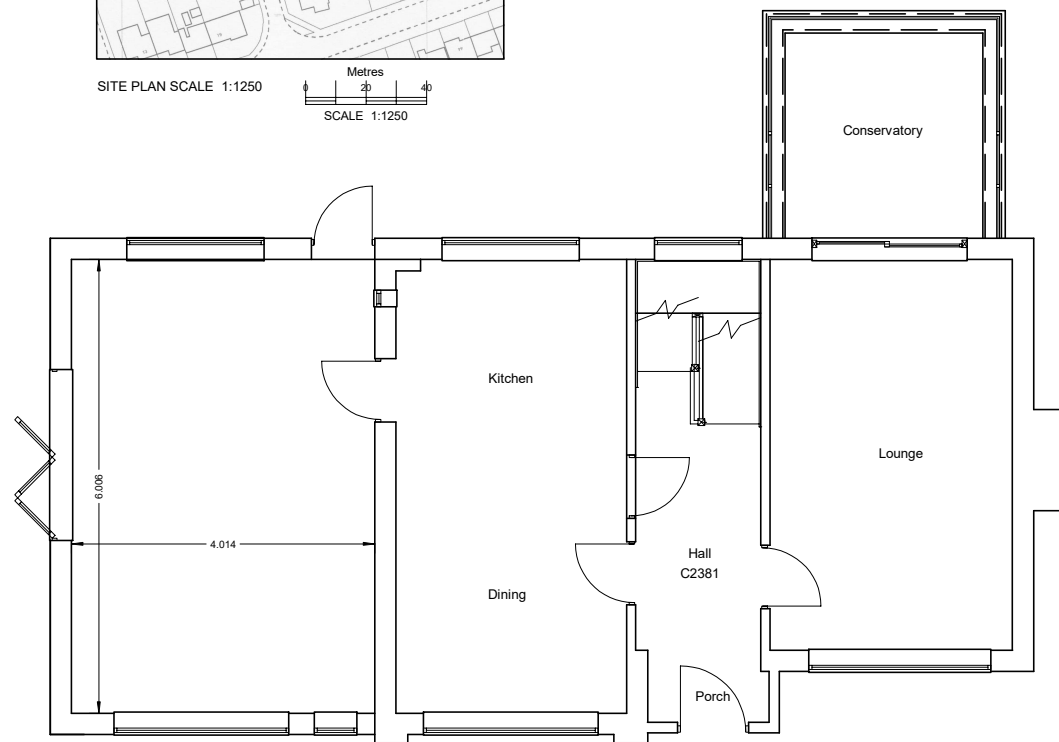


BLOCK PLAN SCALE 1:500

Metres
SCALE 1:500



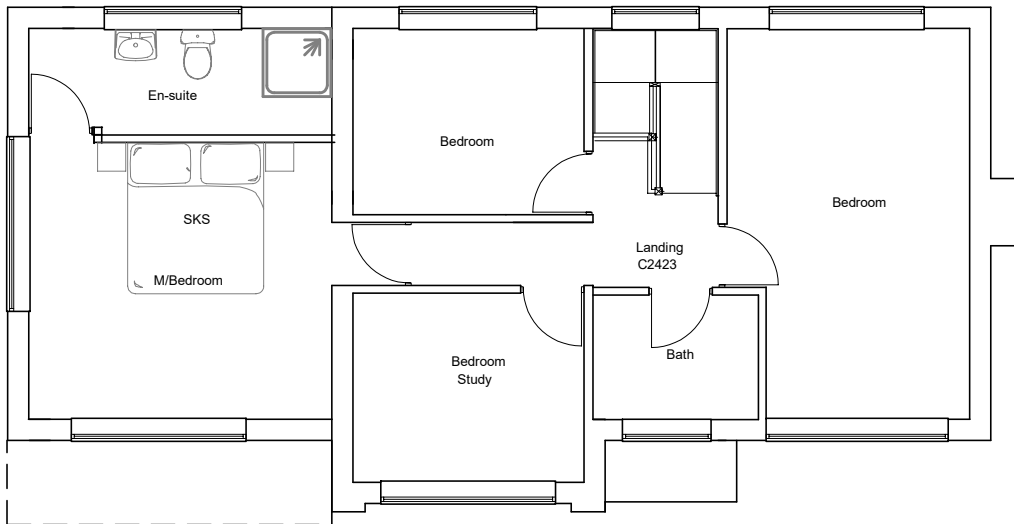
MH



Proposed Grd Floor

Metres
SCALE 1:50

MH



Proposed 1st Floor

FS CONSULTANCY		CLIENT	
29 COMMERCIAL ROAD, SWINDON, WILTS SN1 5NS		Mr & Mrs A Bedi	
TEL 01793 420244		TITLE	
A1		Two Storey Side Extension. 1 John Herring Crescent, Swindon, Wilts SN3 4JJ	
SCALE 1:1250/1:500/1:100/1:50		DWG NO 001 07/10/2015	
		REV 1:1	
		SHEET 1:1	



COMMITTEE REPORT

Item Number: 12

Application Number: S/16/0248/HECO

Ward: St Margaret And South Marston

Parish:

Stratton St Margaret

Proposal: Erection of a two storey side extension.

Site Location: 1 John Herring Crescent, Stratton St Margaret, Swindon

Case Officer: Miss Helen Cooper

Agent:

Francis Skeete
29 Commercial Road
Swindon
Wiltshire
SN1 5NS

Applicant

Mr A Bedi

1 John Herring Crescent
Stratton St Margaret
Swindon
SN3 4JJ

Officers Report

Background:

1 This application has been brought to planning committee at the request of Stratton St Margaret Parish Council as they are concerned that this will be an overdevelopment of the site.

Summary of Recommendation:

2 That planning permission be **GRANTED** with Conditions

The Proposal:

3 This application seeks full planning permission for the erection of a two storey side extension at number 1 John Herring Crescent, Stratton St Margaret. The extension would accommodate a habitable room at ground floor level and a bedroom and ensuite bathroom on the first floor. Two car parking spaces are available on the existing driveway as indicated on the accompanying plans.

4 The two-storey side extension would be 4.2 metres wide and the ground floor would align with the front gable end. The first floor would be set 0.9 metres back from the front gable end and the ridgeline would be flush with that belonging to the original dwelling. The rear elevation of the extension would also align with the existing rear elevation.

The Site and Surroundings:

5 The application site is a detached property set along John Herring Crescent, a residential road in Stratton St Margaret. The property is set on a curve in the road and the plot is triangular in shape with its frontage measuring approximately 37 metres in width along John Herring Crescent. John Herring Crescent is characterised by semi-detached and detached properties. At present the property has an attached garage which measures approximately 3.2 metres in width and it has two driveways, one which is set to the side of the dwelling and the other is set in front of the garage.

Representations:

6 Neighbours: No comments received.

7 Stratton St Margaret Parish Council comments: SSMPC would like to refer this to SBC full planning committee as it has a concern that this will be overdevelopment of the site.

Planning Considerations:

8 The main considerations relate to the design and appearance of the proposal, the impact upon the character of the dwelling and surrounding area and the potential impact upon neighbour amenity in terms of overbearing impact, loss of light, overlooking and loss of privacy. The policies relevant to this application are DE1 'High Quality Design' and TR2 'Transport and Development' of the Swindon Borough Local Plan 2026 (2015) and the Supplementary Planning Document 'Residential Extensions and Alterations' (2011).

Design and Appearance

9 In terms of scale, the two-storey side extension is a fairly large addition to the property, however, the extension is considered to appear in keeping with the dwelling and it would not appear out of character with the house or surrounding area. The Supplementary Planning Document advises that side extensions should 'extend no more than half the width of the principal elevation, or equal the width of an existing front gable'. At 4.2 metres in width the proposal complies with this guidance as it is less than half the size of the original dwelling which measures 8.7 metres in width. The SPD also recommends a set back at first floor of 0.9 metres. The proposal is set back 0.9 metres from the front gable end feature and it is considered to appear as a congruous addition to the property in accordance with Policy DE1 and the SPD.

10 In response to Parish Council concerns, whilst the proposal widens the original property, by virtue of large plot frontage which measures approximately 37 metres it is considered that the proposal will not detract from the character of the original property or streetscene in accordance with the SPD and Policy DE1.

Neighbour Amenity

11 Bucklebury Close is set to the rear of the site and six properties along this road adjoin to the application site. Number 1 John Herring Crescent is set at an angle to these properties and there would be a minimum separation distance of approximately 24 metres between the extension and the rear elevation of number 23 Bucklebury Close. The proposal would abut

the boundary shared with number 24 Bucklebury Close and there would be a separation distance of 23 metres between the extension and the rear elevation of this property. Whilst a window is proposed at first floor height along the rear elevation, by virtue of the separation distances it is not considered that the extension would harm the amenity of properties along Bucklebury Close in terms of overlooking the most private areas of their gardens, cause loss of light or have an overbearing impact in accordance with Policy DE1 c) of the Adopted Local Plan. Nether less, an ensuite window faces the gardens of the properties of Bucklebury Close and it is not unreasonable to ensure this is obscurely glazed.

12 It is not considered that the proposed two storey property would alter existing amenity levels of properties set opposite the site. A window is proposed at first floor height along the south west side elevation of the extension, which would face the rear elevation of number 19 Grange Drive. There would be over 35 metres between the proposal and the rear elevation of this property and as such it is not considered that the window or extension would harm this property's amenity in terms of overbearing impact, loss of light or privacy in accordance with Policy DE1 c) and the good design guidance contained within the SPD.

Highways

13 A 4 no. bedroom property in this location requires 2 no. car parking spaces measuring 2.4 metres by 4.8 metres in accordance with the Adopted Development Control Guidance Note Technical Guidance on Parking Standards (2007). Whilst it is noted that the proposal will result in the loss of the garage, 2 no. car parking spaces have been outlined on the accompanying plan. As such it is considered that sufficient on site parking is available in accordance with this guidance note and Policy TR2 of the Adopted Swindon Borough Local Plan 2026 (2015).

Concluding Comments:

14 For the reasons outlined above the proposal is considered to be sympathetically designed in relation to the host dwelling and it will neither detract from the character of the property nor surrounding area. It is not considered that the proposal represents overdevelopment of the plot, which has a large frontage along John Herring Crescent. The proposal should not impact upon neighbouring amenity and sufficient onsite parking is available. The proposal therefore is considered to accord with Policies DE1 and TR2 of the Adopted Swindon Borough Local Plan 2026 (2015) and the Supplementary Planning Document 'Residential Extensions and Alterations' (2011) and as such it is recommended for approval.

Recommendation

That planning permission be **GRANTED** with Conditions

Conditions

Time Limit

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.

Materials

2 The development hereby permitted shall be constructed using external facing materials that match and correspond with those of the existing buildings. Such facing materials shall be retained thereafter in their approved form.

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

Parking

3 The area allocated for parking on the submitted plan shall be kept clear of obstruction and shall not be used other than for the parking and turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of amenity and road safety.

Window

4 The window for the ensuite at the rear elevation of the extension at the first floor level, shall be obscurely glazed and therefore retained in that form.

Reason: In the interest of residential amenity.

Drawing numbers

5 This approval shall be in respect of the site location plan, block plan, existing and proposed floor plans and elevations drawing number 001 07/10/2015 received by the Local Planning Authority on the 28th March 2016.

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

Informatives

1 Whilst the development proposed generates a net gain in floor space, the development proposed does not constitute CIL liable development and is exempt from CIL liability as the proposal falls under the definition of minor development for the purposes of calculating CIL liability as the proposed net gain in Gross Internal Area (GIA) of floor space is below 100 sqm.

2 The granting of planning permission does not authorise you to carry out any works on, over or under your neighbour's land or property without first obtaining their consent.

End of Report

Proposed response to consultation on implementation of planning changes in the Housing and Planning Bill

Planning Committee

12th April 2016

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

1. Purpose and Reasons

- 1.1 The purpose of this report is to advise the Planning Committee of measures contained within the Housing Bill and accompanying Technical Consultation on Planning.
- 1.2 The report also seeks the Committee's endorsement of a response to the Consultation.
- 1.3 The proposals support the Stronger Together outcomes of "a more focused, relevant and effective organisation" and "all resources, both in the organisation and in our communities, working together to meet shared challenges." The report also supports the Vision Priority to: "improve infrastructure and housing to support a growing low-carbon economy."

2. Recommendations

The Committee is recommended to:

- 2.1 Note the proposed provisions of the Housing and Planning Bill as contained within the Technical Consultation on Planning including:
 - support for increasing housing supply through a 'presumption in favour' of brownfield land;
 - support for delivery of housing on smaller sites;
 - increasing the density of development around commuter hubs and in sustainable locations
 - the potential for Local Planning Authorities to establish their own fee schedule, and
 - the potential for applications to be processed and recommendations drafted by professional third party organisations on behalf of the Local Planning Authority
 - 2.2 Endorse this report as the Council's response to the Consultation and authorise the Head of Planning, Regulatory Services and Heritage to submit this response to the Department for Communities and Local Government (DCLG).
 - 2.3 Authorise the Head of Planning, Regulatory Services and Heritage to investigate measures to increase housing delivery through greater collaboration with the
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Further information on the subject of this report can be obtained from David Dewart, 466445, ddewart@swindon.gov.uk.

Proposed response to consultation on implementation of planning changes in the Housing and Planning Bill

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development industry and local communities, including an enhanced pre-application advice, and a more proactive approach to unlocking brownfield sites.

3. Detail

Background

- 3.1 Emerging legislation in the Housing and Planning Bill, if enacted, would have significant implications for Planning in the Borough. The context for the proposals is the low level of housing delivery nationally, and the new legislation is expected to assist in speeding up housebuilding in Swindon, particularly for smaller sites, brownfield sites and custom and self-build housing, which would help to improve the Council's five year housing supply position.
- 3.2 The changes may also affect the level of fee income for the Planning Service by extending the Government's special measures scheme, which would reward councils for timely and high quality decision-making, and increase fees in line with inflation. A pilot scheme, if adopted, introducing competition in the processing of applications has the potential to reduce fees received by the Council, in line with a potential reduction in workload; but this could also be a source of income. Opening up competition for the processing of planning applications could affect the Council's ability to develop a reliable, sustainable self-financing planning service, and further work is needed to understand the impact of this.
- 3.3 The 'Technical consultation on implementation of planning changes' was published for consultation in February 2016 and seeks views on the proposed approach to implementing the planning provisions in the Housing and Planning Bill, and some other planning measures. It covers the following areas of interest to the Planning Committee:
- Changes to planning application fees
 - Planning Permission in Principle (PPIP)
 - Brownfield register
 - Small sites register
 - Expanding the planning performance regime
 - Testing competition in the processing of planning applications
 - Information about financial benefits
 - Section 106 dispute resolution

Changes to planning fees

- 3.4 The consultation outlines that 'well-performing councils' (proposed to be those in the top 75% of performance for both the speed and quality of decisions nationally), would be allowed to increase planning fees in-line with inflation. It is

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therefore important that the Council through its Scheme of Delegation and Planning Committee continues to make timely and robust decisions that are unlikely to be overturned at appeal so that the planning service can come as close as possible to covering its own costs. The implications for Councils that miss out on fee increases are that it could result in less money to process planning applications and would likely make it harder to make timely and high quality decisions, risking a move towards being designated as under 'special measures' through the planning performance regime.

- 3.5 The consultation also outlines that Local Planning Authorities (LPAs) could introduce a fast-track service in return for a 'proportionate fee'. This would be a welcome source of income for the Council; however, it would shorten the time that officers have to process the application and that Committee would have to determine applications. It is recommended that Members should **support** both of these initiatives, with consideration given to extending the ability to increase fees to all Local Planning Authorities.

Planning Permission in Principle (PPIP)

- 3.6 Planning Permission in Principle is similar to an outline consent but the 'prescribed particulars' are fixed and are not able to be revisited at a later stage in the planning process. A secondary Technical Details Consent would then convert the PPIP into a full planning permission. The consultation states "*the result of a grant of permission in principle is that the acceptability of the 'prescribed particulars' cannot be re-opened when an application for technical details consent is considered by the local planning authority.*"
- 3.7 The 'in principle matters' are the core elements underpinning the basic suitability of a site for development. DCLG proposes that the only 'in principle matters' that should be determined as part of a permission in principle should be the location, the uses and the quantum of development. It is proposed that permission in principle will specify a minimum and maximum level of residential development that is acceptable on a site.
- 3.8 Examples of technical details include the provision of infrastructure, fuller details of open space, affordable housing, design, access, layout and landscaping.
- 3.9 The Government proposes that PPIP be granted either through adoption of a future local or neighbourhood plan; via a brownfield register that allocates specific sites; or through direct application from a developer to the council. PPIP was originally suggested for minor residential developments (under 10 dwellings), however the consultation now proposes to extend this to major 'residential-led' schemes.

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- 3.10 It is recommended that the principle behind this initiative should be **supported**. It extends the type of initiatives behind Local Development Orders, of which the Council has several, to speed up the planning process. A potential issue, however, is that Councils will need to do more work 'up front' to make sure that the principle of development (the 'prescribed particulars') in the PPIP is suitable and sufficiently detailed to guide the Technical Details Consent. This would be particularly onerous for major applications, especially those on greenfield sites, but more straightforward for smaller sites. The Planning Committee would only be able to discuss the detail of the Technical Details Consent, not the principle of development under the PPIP. Officers recommend to Members that **it would, therefore be reasonable to limit PPIP to small sites of less than 0.25ha, which would be expected to yield no more than 10 dwellings, where it can be most effectively used. PPIP should not be supported on larger sites or for major development proposals, which involves more detailed assessment work in advance. A planning application would be more appropriate in such instances.**
- 3.11 At this stage it is unclear, given that PPIP would have a maximum duration of five years, whether such sites would contribute towards the Council's five-year housing supply and it is recommended that **clarification should be sought from DCLG through the Consultation response.**

Brownfield register

- 3.12 The consultation sets out further detail of a proposed duty on local planning authorities to compile registers of brownfield land suitable for housing. It proposes that local authorities should use existing evidence within an up to date Strategic Housing Land Availability Assessment as the starting point for identifying suitable sites for local brownfield registers. To be regarded as suitable for housing, sites must be available (either deliverable or developable), be capable of supporting five or more dwellings or be more than 0.25 hectares, and be suitable for development and free of constraint that cannot be mitigated.
- 3.13 Sites on the Brownfield Register would, if nominated, benefit from PPIP and therefore the Council will need to undertake robust assessment work to identify an appropriate quantum of development on each relevant site.
- 3.14 Swindon is a Brownfield Register pilot authority, and so is well-placed to implement the Brownfield Register if it were to be rolled-out nationally and capitalise upon the additional five-year supply sites. It is recommended that the Brownfield Register should, therefore be **supported**.
- 3.15 The Council would need to take the initiative in working with landowners and the development industry to help unlock brownfield sites and improve the pre-application process.

Further information on the subject of this report can be obtained from David Dewart, 466445, ddewart@swindon.gov.uk.

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Small sites register

- 3.16 The consultation proposes that Councils maintain an additional register of known sites that could deliver 1-4 dwellings. It is intended that this will support self-build and custom housebuilding as well as smaller developers; diversifying the pool of sites in Swindon and boosting the five-year housing land supply as smaller sites tend to be simpler and quicker to deliver than larger strategic sites.
- 3.17 This will support local jobs and local housebuilders and help to build greater capacity in the SME housebuilding sector, with additional benefits for the five-year housing supply, and should therefore be **supported** by Members.

Expanding the planning performance regime

- 3.18 The Growth and Infrastructure Act 2013 introduced the existing performance approach for planning applications for major development; which assesses the speed and quality of decisions taken by LPAs against defined thresholds. If Local Planning Authorities do not meet either performance standard they risk being designated as underperforming and placed in 'special measures'. Applicants then have the option to submit their application directly to the Secretary of State for determination.
- 3.19 The consultation contains further explanation of the government's plan to extend the special measures regime to include non-major applications. It proposes that, where authorities fail to determine at least 60-70 per cent of applications for non-major development on time over two years they would be at risk of designation. The consultation also states that Local Authorities would face designation where they have had more than 10-20 per cent of their decisions on applications for non-major development overturned at appeal.
- 3.20 The consultation also seeks views on tightening the regime for major applications to reduce the threshold for designation to 10 per cent of decisions overturned at appeal.
- 3.21 It is recommended that Members should only **partially support** this change. It is agreed that a performance regime for determining minor applications in a timely manner should be introduced, however clarification is required on the threshold applied, and the impact of increased numbers of PPIP's and LDO's on this process. It is important that Local Authorities are not disincentivised from introducing innovative measures to remove minor, but easy to determine, planning applications from the planning system.

Testing competition in the processing of planning applications

- 3.22 DCLG's plans for a pilot scheme to open up the processing of planning applications to competition could see Councils compete to process applications

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in other Local Authority areas. The consultation document says that the scheme could operate by allowing approved providers and the local planning authority to set their own fee levels, "*enabling them to set different levels for fee for different levels of service*".

- 3.23 DCLG states that that the proposals would "*increase local choice by giving applicants the choice of whether to submit their plans to the local council, a competing council or a government approved organisation that would process applications up until the decision point*".
- 3.24 Under the proposals planning decisions would remain with the Council "*ensuring no loss of democratic oversight of local planning decisions*"; however an 'approved provider' would take over the following functions:
- checking and validating of the application;
 - posting site and neighbour notices;
 - undertaking site visits;
 - undertaking statutory consultation;
 - carrying out informal engagement with the community;
 - seeking more information from the applicant;
 - negotiating section 106 agreements; and
 - undertaking Environmental Impact Assessment screening.
- 3.25 This would mean that Planning Reports and recommendations contained within them would be authored by non-Council planning officers.
- 3.26 Local Authority planning officers have significant historic knowledge of local issues and case histories, as well as a clear understanding of local policies and the local area. Determination of anything other than basic administrative applications by third parties would increase the potential for unintended adverse consequences generated by a lack of local understanding.
- 3.27 The Council could register its interest in becoming a pilot authority, but before a decision is made the Council would need to investigate the financial implications of allowing other approved providers to process applications. It is recommended to Members that this proposed change should be **noted, with concerns**. Detail is required as to the type of applications that would be covered by any pilot and an indication of the type of area or Local Authority that DCLG intend to apply this competition to. For example if it is aimed at poor performing authorities, authorities with significant development pressure; or applied to small and householder applications that require less negotiation and local knowledge; or applied to development of national significance that is stalled in the system.

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Information about financial benefits

- 3.28 The Housing and Planning Bill proposes a requirement for "local finance considerations" to be listed in planning reports, such as sums payable under the Community Infrastructure Levy and New Homes Bonus grants. The consultation document proposes that council tax revenue, business rate revenue and section 106 payments should also be listed in planning reports "where it is considered likely they will be payable if development proceeds". Such financial information could then form a material consideration for the Planning Committee. Officers recommend that this change is **not supported**. Planning should not be determined on the basis of fiscal benefits, other than where viability is brought into question. There is no justification or need to add this additional burden into a report where decision making could be unintentionally affected.

Section 106 dispute resolution

- 3.29 DCLG are seeking to introduce a new dispute resolution mechanism for section 106 agreements, with the intention of speeding up negotiations and allowing housing starts to proceed more quickly. The dispute resolution process is intended to be provided by a body on behalf of the Secretary of State, concluded within prescribed timescales. This should help to speed up the time between planning permission being granted and development commencing on-site, which could boost the Council's five-year supply, and as such should be **supported** by Members.

Next Steps

- 3.30 If approved this report would form the response to the Consultation, and would be sent by the Head of Planning, Regulatory Services and Heritage to the DCLG as soon as is practicable.
- 3.31 If approved, the Head of Planning, Regulatory Services and Heritage would also investigate measures to increase housing delivery through greater engagement with the development industry, including setting up an enhanced pre-application advice, and adopting a more proactive approach to unlocking brownfield sites for suitable development.

4. Alternative Options

- 4.1 The Council could choose not to respond to the Consultation. There would be a risk that of missing out on opportunities to obtain additional fee income to fund the planning service, attract growth and investment in the Borough and bolster the Council's five-year housing supply position.

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5. Implications, Diversity Impact Assessment and Risk Management

Financial and Procurement Implications

- 5.1 There are no direct financial and procurement implications as a result of this Report, however if the proposals are enacted by Government, the impact on planning fee income, positive or negative, will need to be investigated and quantified.

Legal and Human Rights Implications

- 5.2 Legal and Human Rights implications were taken into account in preparing this report. It is considered that the recommendations are consistent with Convention Rights.

All Other Implications (including Staff, Sustainability, Health, Rural, Crime and Disorder)

- 5.3 Changes to fee income would directly affect the Council's ability to fund the planning service and retain its current level of staffing. Additional work would be necessary to understand how the planning service could be impacted, and also opportunities to increase fee income once the Government has finalised its proposals.
- 5.4 Reductions in planning fee income and resourcing could adversely affect the ability of the planning service to attract growth and shape development in the Borough.

Diversity Impact Assessment

- 5.5 Diversity Impact Assessments (DIA) and Equality Statements have been prepared by DCLG to accompany the Consultation. None of the proposals in this report are specifically aimed at persons with a protected characteristic and no adverse additional or cumulative impacts were identified. Copies of the DIA are available from the report author.

Risk Management

- 5.6 This report is based on consultation documents and the Housing and Planning Bill, which is before Parliament. There is a possibility that the Bill may not gain Royal Assent; and there is also a possibility that the consultation responses received by DCLG cause them to significantly change or abort their proposals. The Council will need to monitor the progress of the Housing and Planning Bill and changes to the NPPF so that it can respond accordingly.

Proposed response to consultation on implementation of planning changes in the Housing and Planning Bill

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6. Consultees

- 6.1 The Cabinet Member for Communities and Strategic Planning.
- 6.2 The Board Director, Resources (Section 151 Officer) and Director of Law and Democratic Services (Monitoring Officer) are consulted in respect of all reports.

7. Background Papers

- 7.1 Technical consultation on implementation of planning changes (DCLG, February 2016)

<https://www.gov.uk/government/consultations/implementation-of-planning-changes-technical-consultation>

8. Appendices

- 8.1 No further information is appended to this report.

Proposed Changes to the National Planning Policy Framework and Recommendations of the Local Plan Expert Group Report

Planning Committee

12th April 2016

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

1. Purpose and Reasons

- 1.1 The purpose of this report is to advise the Planning Committee of potential changes to the Local Plan making process as set out in the Local Plans Expert Group Report, and to seek endorsement of a response to the Consultation.
- 1.2 The Department for Communities and Local Government (DCLG) appointed the Local Plan Expert Group (LPEG) in November 2015 to undertake a call for evidence and subsequently produce a report making recommendations to speeding up and improving the effectiveness of the plan-making process. The Report was published alongside the Government's Budget on 16th March 2016 setting out 47 recommendations, which are now subject to public consultation.
- 1.3 The proposals support the Stronger Together outcomes of "a more focused, relevant and effective organisation" and "all resources, both in the organisation and in our communities, working together to meet shared challenges."

2. Recommendations

The Committee is recommended to:

- 2.1 Note the recommendations contained in the Local Plans Expert Group Report including:
 - Proposals to stabilise national policy for 5 years (once reformed)
 - Proposals to standardise the five year housing supply calculation process
 - A requirement to allocate reserve housing sites to be developed in the event of a shortfall against the five year housing supply; and
- 2.2 Endorse this report as the Council's response to the consultations and authorise the Head of Planning, Regulatory Services and Heritage to submit this response to the Department for Communities and Local Government.

3. Detail

- 3.1 Following adoption of the Local Plan in March 2015 (Council Minute 97, 2014/15) the Council is at the start of the Local Plan Review process and any changes made to the plan-making process, in terms of statutory requirements and

Further information on the subject of this report can be obtained from David Dewart, 466445, ddewart@swindon.gov.uk.

Proposed Changes to the National Planning Policy Framework and Recommendations of the Local Plan Expert Group Report

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guidance, will have implications for the production and resourcing of the Local Plan Review.

- 3.2 Any changes to the plan-making process will likely occur during the preparation of the Local Plan Review, so the Council would need to react quickly in order to produce a legally compliant and sound plan. It is therefore in the Council's interest to respond to the consultation and make clear where its recommendations are supported or noted with concerns, in order to influence DCLG's decision.
- 3.3 This report does not seek to outline the full provisions and implications of the Local Plans Expert Group Report; rather it highlights the issues that are likely to be most pertinent to the Planning Committee.
- 3.4 The Local Plans Expert Group (LPEG)'s report was published alongside the Government's March 2016 Budget with a remit to consider how local plan making can be made more efficient and effective, both during plan preparation and plan implementation. Councillor Toby Elliott, the Cabinet Member for Communities and Strategic Planning, was one of the Experts on the Panel that reviewed the evidence submitted by stakeholders and co-authored the report.
- 3.5 The report makes 47 recommendations against a number of themes that are based on the three key findings that:
- authorities are struggling to meet the requirements of a complex local plans process;
 - housing needs are not being met; and
 - communities are turned off by the length, slow pace and obscure nature of many local plans.
- 3.6 Proposed reforms to the plan-making process will have implications for planning decision-taking in due course.
- 3.7 Consultation responses are being sought by DCLG until 27th April 2016. The key recommendations of relevance to the Council and the Planning Committee are listed below.

Objectively assessed housing needs

- 3.8 Each local authority must produce an objectively assessed need (OAN) for housing figure as required by the National Planning Policy Framework. At present there is no set methodology for the calculation of the OAN across local authorities causing inconsistencies between neighbouring authorities and prolonging local plan examinations. The LPEG Report recommends a standard

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methodology for calculating OANs and also a Government review to update Housing Market Area boundaries to inform plan-making. It is recommended that Members should **support** this as it would increase certainty at the beginning of the plan-making process; although it should be noted that Swindon and Wiltshire have already commissioned a joint Strategic Housing Market Area Assessment and so have a head start on other Local Authorities.

Defining Local Plan requirements

- 3.9 The LPEG Report proposes a new 'Assessment of Environmental Capacity' is produced by Local Authorities to inform plan making. By defining up-front the environmental capacity in Local Authority areas there may be an 'overspill' of housing need from neighbouring authorities, notably London and the South East, and so the LPEG Report recommends that the Government enable and incentivise the establishment of complementary 'Growth Points' across the country to meet this shortfall. Suggested options include:
- a refreshed New Towns programme;
 - increased powers for the private sector to promote large scale housing using the infrastructure planning powers of the Planning Act 2008;
 - facilitating the preparation of locally produced spatial plans based on transport corridors; and
 - incentivising bids or growth, for instance, through the devolution agenda.
- 3.10 Overspill of housing need from authorities in the South East could potentially prove problematic for the Council as it undertakes its Local Plan Review, however there could be opportunities for additional funding and infrastructure associated with Growth Points. It is recommended that this should be **noted**.

Working across boundaries

- 3.11 The LPEG Report seeks to strengthen the Duty to Cooperate by promoting greater sub-regional planning, including greater engagement and joint-working at Member and officer level.
- 3.12 One of the recommendations is that *"Where unmet needs are identified as a result of [joint working], planning authorities requested to meet needs from adjacent authorities whether within the same Housing Market Area (or not) will be expected to treat that unmet need as part of their own Objectively Assessed Need and to apply the same NPPF tests as they do to their own Objectively Assessed Need in assessing their ability to meet those needs within their local plan."*

Proposed Changes to the National Planning Policy Framework and Recommendations of the Local Plan Expert Group Report

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- 3.13 It is recommended that the Committee should **note with concerns** the issue about adding unmet housing needs from adjacent authorities as any unmet needs of constrained Green Belt neighbours adjoining Swindon could be added to the Objectively Assessed Need of Swindon and Wiltshire in the future.
- 3.14 There is also the recommendation “*that, where authorities have failed to reach sufficient agreement on meeting and distributing housing needs by March 2017, the Government should take and use powers to direct the preparation of a high level Joint Local Plan for the Housing Market Area or a suitable geography, such as transport corridors, within a prescribed timetable*”. Given the recent adoption of the Swindon Borough Local Plan and Wiltshire Core Strategy this should not be of concern.

Devolved powers

- 3.15 The LPEG Report recommends that devolved bids secure a ‘rationalisation of housing and economic planning boundaries’. In commissioning a joint housing and economic development evidence base Swindon Borough Council, Wiltshire Council and the Swindon and Wiltshire LEP are working collaboratively to achieve this to plan appropriately for the area. Officers recommend to Members that this should be **supported**.

Incentives for timely plan preparation

- 3.16 The LPEG Report proposes a statutory duty to produce and maintain an up-to-date Local Plan, alongside suggested financial incentives such as when a Local Authority bids for funding for infrastructure; they are less likely to receive funding if they do not have an up-to-date Local Plan. Adequately resourcing the plan-making function of the Council will therefore be critical in delivering growth.
- 3.17 In addition it is suggested that Local Authorities will be unable to rely on their existing policies for the supply of housing (i.e. demonstrate a five year housing supply) where an authority fails to undertake an early review of its Local Plan in circumstances where a Planning Inspector has recommended such a review. This should be **cautiously supported** as it does rely on a realistic timetable for review being proposed by the Planning Inspector.

Stable national policy

- 3.18 Once the changes suggested in the LPEG Report, Technical consultation and National Planning Policy Framework (NPPF) consultation have been implemented it is proposed that National policy will be stabilised to allow the changes to ‘bed in’ and take effect. It is proposed that
- the NPPF will be reviewed every five years;

Further information on the subject of this report can be obtained from David Dewart, 466445, ddewart@swindon.gov.uk.

Proposed Changes to the National Planning Policy Framework and Recommendations of the Local Plan Expert Group Report

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- the Planning Practice Guidance (PPG) is only changed periodically (every 6 months); and
- changes to the PPG are subject to scrutiny by a technical working group to reduce the prospect of unintended consequences.

3.19 The Committee is advised that this should be **supported** so that the Council and developers are able to focus on delivering planned housing and infrastructure in accordance with the Local Plan, rather than trying to remain up to date with the 'moving goalposts' of changes of policy and advice.

Local Plan process

3.20 Proposals are suggested to streamline the statutory stages in the Local Plan process to:

- allow greater flexibility in responding to consultation comments;
- reduce the burden of evidence gathering through standardised methodological approaches;
- narrowing the scope of Local Plans to strategic issues only (with subsequent detail in Neighbourhood Plans and other Development Plan Documents); and
- involving the Planning Inspectorate earlier in the plan-making process to avoid finding plans unsound at the final stages of the Local Plan process; and
- define a maximum 2 year timetable for Local Plan production.

3.21 It is recommended that Members **support** these recommendations as they seek to ensure greater community buy-in and a more proportionate plan-making process with less chance of abortive work being undertaken.

Local Plan content

3.22 It is recommended in the report that Local Plans should be:

- shorter;
- more accessible to the public; and
- include only strategic policies (with Neighbourhood Plans and secondary 'Part 2' Local Plan documents providing more detail, alongside Brownfield Registers).

3.23 It is suggested that the Committee respond with **cautious support** as this would enable a quicker Local Plan Review to be undertaken to agree the strategic distribution of housing and employment with Wiltshire Council, allowing the detailed Development Management policies and Site Allocations to be

Proposed Changes to the National Planning Policy Framework and Recommendations of the Local Plan Expert Group Report

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progressed by Neighbourhood Plans or other secondary Development Plan Documents. However, it may have implications for the five-year housing supply in so much as it may rely on secondary documents to demonstrate a continuous supply, which by their nature lag behind the strategic plan.

Implementation and delivery

- 3.24 The LPEG Report seeks to change the five-year supply calculation process so that the housing requirement adopted in the Local Plan has a three year 'bedding in' period before it is challenged as being out of date.
- 3.25 Authority Monitoring Reports are proposed to be signed off by an independent examiner, including the definitive five year housing supply position that would last for a full 12 months until the next monitoring report; instead of being repeatedly challenged at S.78 appeals.
- 3.26 In the event of a shortfall against the five-year supply, sites could be brought forward from later on in the plan period or suitable 'reserve' Strategic Housing Land Availability Assessment (SHLAA) sites could then be released.
- 3.27 It is also proposed that Councils would be able to claim the existing of a five-year housing supply for up to a year after the adoption of a Local Plan, in order to protect communities and Local Authorities against speculative development immediately after plan adoption.
- 3.28 Members are advised that this should be **supported** as the Council uses significant resources arguing over five-year supply calculations at S.78 appeals. By bringing forward sites from later in the plan period or sites that are suitable (in terms of Local Plan policy) in the SHLAA it would ensure that, in the event of a shortfall against the five year supply, housing development is in accordance with the policies in the Local Plan. However, an additional point could be in circumstance where an authority is in the position of having a housing supply marginally below five-years where it has recently granted permission(s) enabling a five-year supply to be demonstrated it can make a request for a revised sign-off before the end of the 12 month period.

Next Steps

- 3.29 The Planning Committee should be aware proposed changes to the Local Plan-making process as this will have implications for the Local Plan Review (which will, amongst other things, define the future planning policies and spatial distribution of development in the Borough); and for the Council's ability to demonstrate a five-year housing land supply.

Further information on the subject of this report can be obtained from David Dewart, 466445, ddewart@swindon.gov.uk.

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- 3.30 If approved this report will form the response to these consultations and will be sent to the DCLG as soon as is practicable.

4. Alternative Options

- 4.1 The Council could choose not to respond to the consultation. It is recommended that the Council respond to the consultation as if the recommendations in the Local Plan Expert Group's Report are implemented it will have implications for the Local Plan Review and plan-making in the Borough. The alternative option (do nothing/business as usual) could result in either:
- 4.1.1 the supported recommendations not being taken forward or amended against the Council's interest; or
 - 4.1.2 the non-supported recommendations are taken forward either unamended or amended against the Council's interests.

5. Implications, Diversity Impact Assessment and Risk Management

Financial and Procurement Implications

- 5.1 There are no direct financial or procurement implications arising from this report. The impact on resourcing for the Local Plan Review and the plan-making process, positive or negative, will need to be investigated and quantified once it is known what recommendations will be taken forward from the LPEG Report.

Legal and Human Rights Implications

- 5.2 Legal and Human Rights implications were taken into account in preparing this report. It is considered that the recommendations are consistent with Convention Rights.

All Other Implications (including Staff, Sustainability, Health, Rural, Crime and Disorder)

- 5.3 A streamlined Local Plan-making process should require less in terms of officer resources, however the shorter timescales involved in progressing the plan review will likely offset this.

Diversity Impact Assessment

- 5.4 None of the proposals in this report are specifically aimed at persons with a protected characteristic and no adverse additional or cumulative impacts were identified. DCLG will undertake a Diversity Impact Assessment alongside any amendments to existing legislation.

Further information on the subject of this report can be obtained from David Dewart, 466445, ddewart@swindon.gov.uk.

Proposed Changes to the National Planning Policy Framework and Recommendations of the Local Plan Expert Group Report

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Risk Management

- 5.5 This report is based on a consultation on recommendations within a report. There is a possibility that the recommendations may not be taken forward or may be amended before being taken forward. The Council will need to monitor the outcome of the consultation and changes to the plan-making process so that it can respond accordingly.

6. Consultees

- 6.1 The Cabinet Member for Communities and Strategic Planning.
- 6.2 The Board Director, Resources (Section 151 Officer) and Director of Law and Democratic Services (Monitoring Officer) are consulted in respect of all reports.

7. Background Papers

- 7.1 Report to the Communities Secretary and to the Minister of Housing and Planning (Local Plans Expert Group, March 2016)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/508345/Local-plans-report-to-governement.pdf

8. Appendices

- 8.1 No further information is appended to this report.

Local Development Order Updates

Planning Committee

12th April 2016

Author: Head of Planning, Regulatory Services, Heritage

Parish / Wards Affected: Central and Eastcott

Purpose

- To seek the approval of the Planning Committee to consult on the inclusion of Whalebridge Multi-Storey Car Park in the Solar Arrays Local Development Order as a site for canopy mounted solar arrays.
- To seek the approval of Planning Committee for a time extension to the Victoria Road Local Development Order.

Recommendation

That the Planning Committee agrees that:

Whalebridge Multi-Storey Carpark

1. the Head of Planning, Regulatory Services, and Heritage be authorised to publish for consultation the proposal to include the Whalebridge Multi-Storey Carpark in the Solar Arrays Local Development Order as a site for canopy mounted solar arrays;
2. in the event that no material objections are received, that the Head of Planning, Regulatory Services and Heritage be authorised to proceed to amend the Solar Arrays Local Development Order to include the Whalebridge Multi-Storey Carpark as site for canopy mounted solar arrays;
3. in the event that material objections are received, that the Head of Planning, Regulatory Services, and Heritage submits a further report to the Planning Committee with a recommendation as to whether the proposal should be pursued.

Victoria Road

4. the Head of Planning, Regulatory Services, and Heritage be authorised to carry out any necessary statutory and other processes to bring into effect the extension of the duration of the Local Development Order for Victoria Road from May 2016 to March 2019;

General

5. the Head of Planning, Regulatory Services, and Heritage undertakes all action as necessary to publicise the proposed changes to the LDOs; and
6. the Head of Planning, Regulatory Services, and Heritage be authorised to make minor drafting changes to the content of the documents if required prior to publication.

Further information on the subject of this report can be obtained from *David Dewart* on 466445 or Email ddewart@swindon.gov.uk.

Local Development Order Updates

Planning Committee

12th April 2016

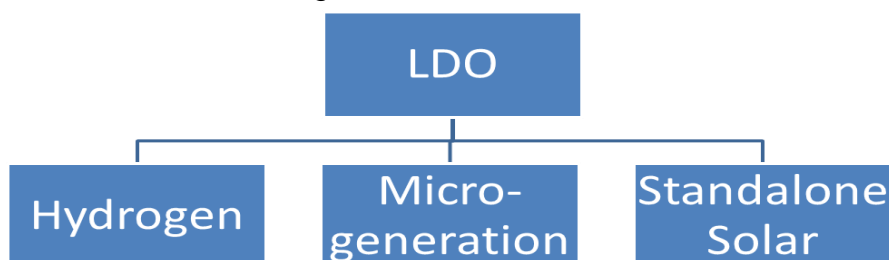
1. Reasons

- 1.1 A Local Development Order (LDO) automatically grants planning permission for the type of development specified in it (subject to Conditions) and by so doing, removes the need for a planning application to be made for that development.
- 1.2 In June 2015 the Planning Committee resolved to adopt a suite of “Low Carbon” LDOs. The LDOs granted planning permission for solar arrays at several sites across the Borough.
- 1.3 In February 2011, Planning Committee initially approved a Local Development Order for Victoria Road to apply for a period of 3 years. In February 2014, Committee agreed to extend the life of the LDO to May 2016.

2 Detail

Inclusion of the Whalebridge Multi-Storey Carpark in the Low Carbon Local Development Orders

- 2.1 Swindon has made a commitment to generate 15% of its energy from renewable sources by 2021. The Low Carbon LDOs are an important tool to assist Swindon to deliver on this target.
- 2.2 Three LDOs have been progressed under the banner “Low Carbon LDOs”. The LDOs cover the following elements:
- Introduction of permitted development rights for on-domestic air source heat pumps and district heating installations
 - Introduction of permitted development rights for Hydrogen and electric car fuelling infrastructure; and
 - Granting planning permission upfront for Solar Arrays at pre-identified suitable locations in the Borough.



- 2.3 The Solar Arrays / Solar Farms LDO grants planning permission upfront for solar farms / solar arrays at pre-identified suitable locations. Officers have consulted on 29 potential sites for inclusion in the LDO.
- 2.4 16 of the sites identified are larger car park sites within the Swindon urban area. These sites were identified as being suitable for canopy-mounted solar arrays.

Further information on the subject of this report can be obtained from *David Dewart* on 466445 or Email ddewart@swindon.gov.uk.

Local Development Order Updates

Planning Committee

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- 2.5 Canopy mounted solar panels are a relatively new to the UK, but are now starting to become more widespread.



- 2.6 The LDO seeks to accelerate the take-up of canopy-mounted solar arrays by granting them planning permission upfront at suitable sites.
- 2.7 The sites identified include five of the Town Centre's multi-storey car parks, the car parks of major supermarkets and retail parks, the GW Hospital car parks and Gablecross Police HQ car parks.
- 2.8 Whalebridge Multi-Storey Carpark is of an iconic design and occupies a gateway location into the Town Centre. Due to its prominent location, and design, Whalebridge Multi-Storey Carpark was initially passed over for inclusion in the LDO.
- 2.9 However, further work has been undertaken to assess the visual impact arising from canopy mounted solar arrays on the carpark. This work has shown that the arrays would be largely screened, and would only be visible from glimpsed views.
- 2.10 The visual impact of the solar arrays would therefore be minimal, whereas the benefits, with respect to providing a renewable energy resource to Town Centre businesses, would be significant.

Next Steps

- 2.11 If agreed by Planning Committee, Officers would consult on the proposal to grant planning permission upfront for canopy mounted solar arrays on Whalebridge Multi-Storey Carpark. If no material objections are received, it is proposed that

Further information on the subject of this report can be obtained from *David Dewart* on 466445 or Email ddewart@swindon.gov.uk.

Local Development Order Updates

Planning Committee

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Officers would amend the Solar Arrays LDO to include Whalebridge Multi-Storey Carpark.

- 2.12 To trigger the 'planning permission' granted by the Solar Farm LDO, a Certificate of Lawfulness application would need to be submitted to the Council. The application would be expected to be accompanied by a layout scheme and elevations that demonstrate that the visual impact would be minimal.

Extension of Time on the Victoria Road LDO

- 2.13 Over recent years Victoria Road has suffered from high vacancy rates and a deterioration in many of its buildings. Victoria Road was identified as a 'problem area' by local stakeholders in consultation responses to the Swindon Central Area Action Plan. Vacancy rates along the road have been high for several years. Yet the Road is a critical link between the Town Centre and Old Town.
- 2.14 The LDO was introduced to provide greater flexibility to property owners on how their properties can be used. It was envisaged that this greater flexibility would help reduce vacancy rates in the area. The LDO allows changes between the following range of use classes without the need for planning permission (but subject to Conditions):
- A1: Shops
 - A2: Financial and professional services
 - A3: Restaurants and cafes
 - C1: Hotels
 - C2: Residential Institutions
 - C3: Dwelling Houses
 - B1: Business
 - D1: Non-residential institutions
- 2.15 The LDO was rolled out alongside an environmental improvement scheme, which comprised installing window boxes and removing graffiti and weeds. This was delivered by the Wiltshire and Swindon Probation Trust under the 'Community Payback' Initiative.
- 2.16 It was anticipated that the LDO would complement the redevelopment of the College Site in helping deliver the regeneration of the wider Victoria Road / Regent Circus area.
-
- ### Effectiveness of the LDO to Date
- 2.17 To review the effectiveness of the LDO it is worth revisiting its original objectives. These are as follows:
- Objective 1:– To encourage businesses to relocate to the Victoria Road area by streamlining the process for obtaining planning consent.
- What success would look like: By May 2016 vacancy rates along Victoria Road will have been reduced to under 10%*
-

Further information on the subject of this report can be obtained from *David Dewart* on 466445 or Email ddewart@swindon.gov.uk.

Local Development Order Updates

Planning Committee

12th April 2016

- Objective 2: - To deliver a measurable improvement in the quality of the built environment along Victoria Road.
What success would look like: By May 2016 both local and wider community perceptions of the Victoria Road area will have been improved, as measured by the 'Before' and 'After' occupier survey. By March 2014 pedestrian movement along Victoria Road will have been dramatically increased, as measured by the 'Before' and 'After' footfall survey.
- Objective 3: By means of community consultation throughout the project cycle, key stakeholders will have been actively engaged in, and supportive of, the LDO project and the project outputs.
What success would look like: There will be widespread support for the LDO as measured by the positive feedback received from key stakeholders in response to the formal consultation on the LDO. Through engendering ownership, responsibility and care for the Victoria Road area from key stakeholders, robust yet streamlined compliance processes will have been set in place.

- 2.18 To date, the LDO has had mixed success in achieving these objectives. Occupancy surveys show that whilst vacancy levels have not increased, they remain stubbornly high.
- 2.19 However, the local commercial agents noted that properties are changing hands and that investor interest in the area has been raised as a result of the LDO being in place.
- 2.20 It should also be noted that whilst the vacancy rate has not decreased, it has stayed level, which could be seen as a success given the wider challenges facing secondary retail areas in recent years.
- 2.21 Relaxing planning controls in Victoria Road has not delivered the regeneration of this area. Wider changes are needed to address the structural problems that Victoria Road faces. Old Town has weathered the recession well and is now performing strongly and construction of the cinema scheme at the College Site is well under way. Victoria Road will benefit from these nearby successes.
- 2.22 Overall, despite its failure to increase occupancy rates along the road, the LDO is viewed as a partial success. It has proved popular with property owners along the road, who appreciate the flexibility it gives them. It has also generated significant developer interest in the area, which bodes well for the future. For this reason officers consider it desirable to retain the LDO.

Next Steps

- 2.23 If approved it is hoped that consultation in respect of the Whalebridge Multi-Storey Carpark will commence in May.

Further information on the subject of this report can be obtained from *David Dewart* on 466445 or Email ddewart@swindon.gov.uk.

Local Development Order Updates

Planning Committee

12th April 2016

- 2.24 If approved, appropriate publicity / notification will be carried out as necessary to confirm the continuation of the Victoria Road LDO, including publicity via the planning pages of the Councils website.
- 2.25 Consideration may also be given to securing wider environmental / public realm improvements to Victoria Road, to assist vitality in the area, including the appropriateness of Notices under Section 215 of the Town and Country Planning Act (Untidy Land) to remedy adverse impact upon to amenity.

4 Alternative Options

- 4.1 The LPA could require that a planning application be submitted to progress the Whalebridge Multi-Storey Car Park solar arrays scheme. However, the LDO provides the opportunity to streamline the planning process to help facilitate a low carbon Swindon.
- 4.2 The Victoria Road LDO could be allowed to lapse and Planning Committee Members and Planning Officers could instead rely on the policies in the Swindon Central Area Action Plan to inform planning decisions in the Victoria Road. However, the longstanding problems of the area would remain with the planning system failing to provide the certainty that developers seek.

5 Implications, Diversity Impact Assessment and Risk Management

Financial and Procurement Implications

- 5.1 The impact on planning fee income is expected to be minimal as solar PV applications represent a very small proportion of planning applications received. The reduction in planning application fees will be in part mitigated by the requirement for applicants to pay the fee for a "Certificate of Lawfulness".
- 5.2 Under the Government's Business Rates Retention Scheme, any business rates that would be generated by renewable energy schemes would be retained by the Council.

Legal and Human Rights Implications

- 5.3 Local Development Orders were introduced with the Planning and Compulsory Purchase Act 2004 and allow local authorities to extend permitted development rights for certain forms of development with regard to a relevant local development document. The Planning Act 2008 made it easier for Councils to introduce LDOs by removing the requirement that they should achieve policies set out in adopted local development documents.
- 5.4 The legislation is amplified by the Town and Country Planning (Development Management Procedure) (England) Order 2015: Part 8 Local Development Orders Article 38.

Further information on the subject of this report can be obtained from *David Dewart* on 466445 or Email ddewart@swindon.gov.uk.

Local Development Order Updates

Planning Committee

12th April 2016

- 5.5 The LDOs have been subject to formal consultation, which has provided the opportunity for comments to be made on the proposals. A further consultation would take place on the Whalebridge Multi-Storey Carpark solar arrays scheme before this site can be confirmed for inclusion in the LDO. It is not envisaged that the content of this report will have any direct implications for human rights.

All Other Implications (including Staff, Sustainability, Health, Rural, Crime and Disorder)

- 5.6 The Low Carbon LDOs support delivery of the Swindon Sustainable Energy Framework. The Victoria Road LDO supported delivery of the Town Centre Masterplan and Central Area Action Plan.

Links to One Swindon, Strategic Objectives, Plans and Policies

- 5.7 This report supports the achievement of One Swindon outcomes: with respect to deregulation, facilitating local decision-making and helping to deliver economic growth.

- 5.8 The LDOs would support delivery of the Swindon Sustainable Energy Framework and the Economic Strategy for Swindon.

Diversity Impact Assessment

- 5.9 A Diversity Impact Assessment (DIA) has been completed. We do not believe that the implementation of this proposal will create an adverse impact on the basis of age, disability, race, gender, sex, sexual orientation, religion or belief. A copy of the DIA is available from the report author on request.

Risk Management

- 5.10 An Environmental Impact Assessment has been prepared to inform the approach to the Solar Arrays LDO. Environmental Impact Assessment Scoping Reports have been prepared to inform the other LDOs.

Consultees

- The Director of Finance (Section 151 Officer) and Director of Law and Democratic Services (Monitoring Officer) are consulted in respect of all reports.

Background Papers

- Swindon Central Area Action Plan (2009)
- Adoption of Victoria Road LDO Planning Committee Report (February 2011)
- Extension of Time on Victoria Road LDO Planning Committee Report (February 2014)
- Adoption of Low Carbon LDOs Planning Committee Report (June 2015)

Appendices

- Appendix 1: Victoria Road Local Development Order (As Amended 2016)

Further information on the subject of this report can be obtained from *David Dewart* on 466445 or Email ddewart@swindon.gov.uk.

Local Development Order Updates

Planning Committee

12th April 2016

- Appendix 2: Victoria Road Local Development Order Area Boundary
- Appendix 3: Whalebridge Multi-storey Car Park Location Plan
- Appendix 4: Sites for Canopy Mounted Solar Arrays (As Amended 2016)

Further information on the subject of this report can be obtained from *David Dewart* on 466445 or Email ddewart@swindon.gov.uk.

Appendix 1

Victoria Road Local Development Order (As Amended 2016)

Encompassing the Local Development Order Statement of Reasons

The Victoria Road Local Development Order grants planning permission for specified uses on the ground, upper and lower floor levels of properties in this area, subject to Conditions.

Its aim is to assist in the regeneration of this important gateway into Swindon town centre, and to help reverse the high vacancy levels along Victoria Road that are currently undermining the environmental quality of the area. The LDO is designed to supplement a range of other initiatives being progressed by the Council and partner bodies to help regenerate Central Swindon.

It is envisaged that greater flexibility over changes of use in the area will help secure higher occupancy levels throughout the area. The primary aim of the LDO is therefore to reduce the proportion of vacant properties in the area.

The LDO has an end date of 31st March 2019. By 31st March 2019 the impact of the LDO will be reviewed against the following objectives:

- Objective 1:– To encourage businesses to relocate to the Victoria Road area by streamlining the process for obtaining planning consent.
What success would look like: By March 2019 vacancy rates along Victoria Road will have been reduced to under 10%,
- Objective 2: - To deliver a measurable improvement in the quality of the built environment along Victoria Road.
What success would look like: By March 2019 both local and wider community perceptions of the Victoria Road area will have been improved, as measured by the 'Before' and 'After' occupier survey. By March 2019 pedestrian movement along Victoria Road will have been dramatically increased, as measured by the 'Before' and 'After' footfall survey.
- Objective 3: By means of community consultation throughout the project cycle, key stakeholders will have been actively engaged in, and supportive of, the LDO project and the project outputs.
What success would look like: There will be widespread support for the LDO as measured by the positive feedback received from key stakeholders in response to the formal consultation on the LDO. Through engendering ownership, responsibility and care for the Victoria Road area from key stakeholders, robust yet streamlined compliance processes will have been set in place.

What does the LDO permit?

The LDO grants planning permission for changes of use of ground, lower and upper floor premises in the specified area from the current use to the following uses:

- A1: Shops
- A2: Financial and professional services
- A3: Restaurants and cafes
- C1: Hotels
- C2: Residential Institutions

- C3: Dwelling Houses
- C4: Houses in Multiple Occupancy
- B1: Business
- D1: Non-residential institutions

Conditions and Informatives

The full list of the Conditions that are attached to the LDO are set out below

General Conditions

1. The LDO is active until 31st March 2019. Development which has started under the provision of the LDO before this date can be completed following the expiry of the LDO.
2. Proposals are only deemed LDO compliant subject to the submission and subsequent Council approval of the LDO self-certification form. The LDO self-certification form can be downloaded at www.swindon.gov.uk/ldo. The purpose of the LDO self-certification form is to provide businesses with peace of mind by enabling the Council to issue a legally binding "Certificate of Lawfulness".
3. The LDO does not grant planning permission for any "development" other than the changes of use listed. With the exception of the installation, replacement of or alteration to shopfronts, or the installation of fume extraction, mechanical ventilation equipment or filtration equipment, no new build or extensions to existing properties are permissible under the LDO.
4. Where the installation, replacement or alteration of a shopfront is proposed as part of the change of use, the shopfront must be of an appearance, form and design that accords with the guidance within the Council's adopted Shop Fronts Coding Guidance (or successor documents).
5. Where the change of use would create a publicly accessible building (Class A1, A2, A3, C1, C2, B1 or D1), and the change of use would not otherwise be permitted development under the provisions of the General Permitted Development Order, the building should provide for ease of access for disabled people in accordance with the guidance within the Council's adopted Access For All Supplementary Planning Guidance (or successor documents).
6. Where fume extraction, mechanical ventilation equipment and filtration equipment are to be installed, this equipment should be installed in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority prior to the occupation of the use. The equipment shall thereafter be retained and operated in its approved form for so long as the use remains on the site.

Informatives: General

- The LDO does not remove the requirement for advertisement consent.
- The LDO does not remove the requirement for consents obtained under other legislation, such as licensing regulations and the Building Regulations.
- Further details on the Building Regulations can be obtained from the Swindon Borough Council Building Control Service. The Building Control Service can be contacted by email on buildingcontrol@swindon.gov.uk or by Telephone 01793 466069.
- The LDO is confined to the part of Victoria Road as identified on the LDO Plan
- The Old Technical College and Beaver House are excluded from the LDO.

Informatives: Waste Water

- Basement developments: Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for

example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

- **Specialist Uses:** A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - photographic/printing, food preparation, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 8507 4321.
- **Catering establishments:** Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet, 'Best Management Practices for Catering Establishments' which can be requested by telephoning 020 8507 4321

Informatives: Proposals Involving a Change to a Commercial Use

- Where a change of use to a commercial use is proposed (Changes of use to Class A1, A2, A3, C1, C2, B1 or D1), the Council will reserve the right to assess the adequacy of car parking arrangements and may require the submission of a full planning application if the parking provision is likely to require additional scrutiny.
- Where a change of use to a commercial use is proposed (Changes of use to Class A1, A2, A3, C1, C2, B1 or D1), and the floorpace area is less than 30sqm, provision should be made for a parking area capable of accommodating 2no. cycles. The cycle parking area should provide security against theft, should be easily accessible and should be well lit. To ensure that cycle parking is an attractive option consideration should be given to providing a shelter. The Council's dimension and design expectations can be found at www.swindon.gov.uk/planning
- Where a change of use to a commercial use is proposed (Changes of use to Class A1, A2, A3, C1, C2, B1, D1 or D2), and the floorpace area is greater than 30sqm, provision should be made for a parking area capable of accommodating 4no. cycles. The cycle parking area should provide security against theft, should be easily accessible and should be well lit. To ensure that cycle parking is an attractive option consideration should be given to providing a shelter. The Council's dimension and design expectations can be found at www.swindon.gov.uk/planning
- Provision should be made for refuse storage and collection facilities. Commercial uses require an area to be allocated to accommodate the "Continental 1100ltr" (the typical bin used for commercial purposes).

Informatives: Proposals Involving a Change to Class C3 Residential Use

- Where a change of use to Class C3 residential use is proposed future occupants will not be entitled to a parking permit.
- Where a change of use to Class C3 residential use is proposed, provision should be made for cycle parking equivalent to 1 space per residential unit.

- Provision should be made for refuse storage and collection facilities. Residential use requires an area of 0.75m x 2.04m per unit to be allocated to provide adequate space for 1no. Council issue wheelie bin and 2no. Council issue recycling boxes or sufficient storage for blue bag collections.

Policy Objectives of the LDO

The *Central Area Action Plan* identifies Victoria Road as a key gateway into Swindon Town Centre and also as a big obstacle to delivering the wider aim of improving linkages between Old Town and Swindon Town Centre. The *Central Area Action Plan* also acknowledges the significant problems facing Victoria Road.

The LDO is consistent with will help deliver a number of the policies of the adopted *Swindon Central Area Action Plan* (in particular Policy CAAP20 and the 'Green Spine' public realm designation).

Compliance

Any proposal which fits into the categories permitted by the LDO can take place without planning permission (subject to Conditions).

Written confirmation is provided by the Council in the form of a "Certificate of Lawfulness". There is a fee to cover the cost of processing this request.

Development which has started under the provision of the LDO can be completed following the expiry of the LDO. The uses that have taken place will therefore be allowed to continue to trade/operate but no new changes of use will be allowed under the terms of the LDO following its expiry without planning permission.

Results and Monitoring

The aim of the LDO is to maintain the vibrancy of Victoria Road by assisting in reducing the number of empty shop units in the area. The Council will actively monitor the results of the LDO by carrying out annual footfall and occupancy surveys. Results will be reported in the Council's Annual Monitoring Report.

Development which has started under the provision of the LDO will be allowed to be completed in the event that the LDO is revoked or revised.

Development which has started under the provision of the LDO can be completed following the expiry of the LDO after the end date of 31st March 2019. The uses that have taken place will therefore be allowed to continue to trade/operate but no new changes of use will be allowed under the terms of the LDO following its expiry without planning permission.

Assessment of the Risks

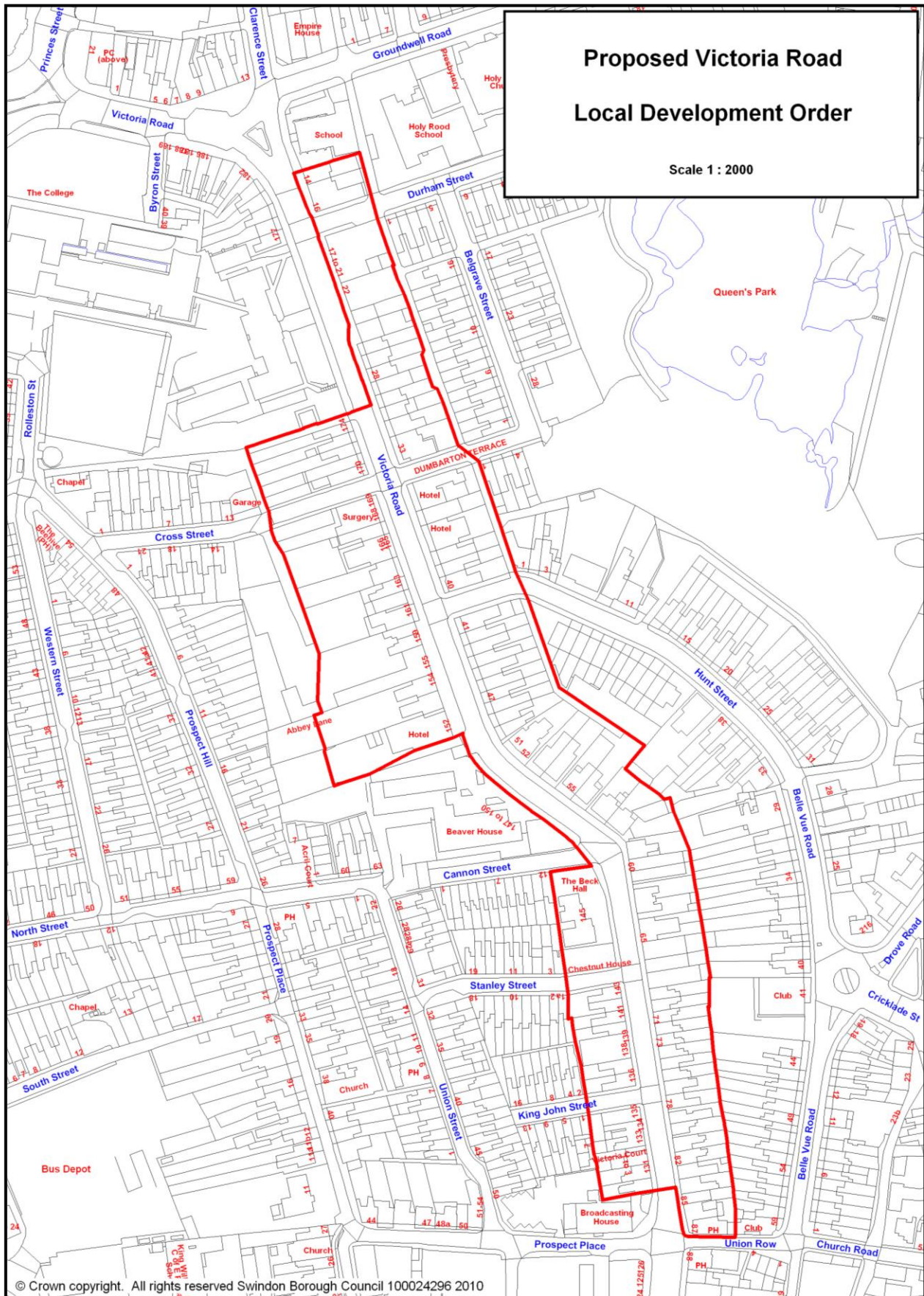
Within the area covered by the draft LDO, there are a number of residential properties. Residential amenity is therefore a consideration for the framing of the LDO.

Many aspects of residential amenity can be controlled via non-planning regulations. For example, noise and odour resulting from particular uses can be controlled via the statutory nuisance regime. Licensing regulations, meanwhile, can deal with hours of use.

Operations or alterations to premises which may have an impact on residential amenity, such as extractor fans or other such equipment. Proposals involving extractor fans or other such equipment will be carefully assessed.

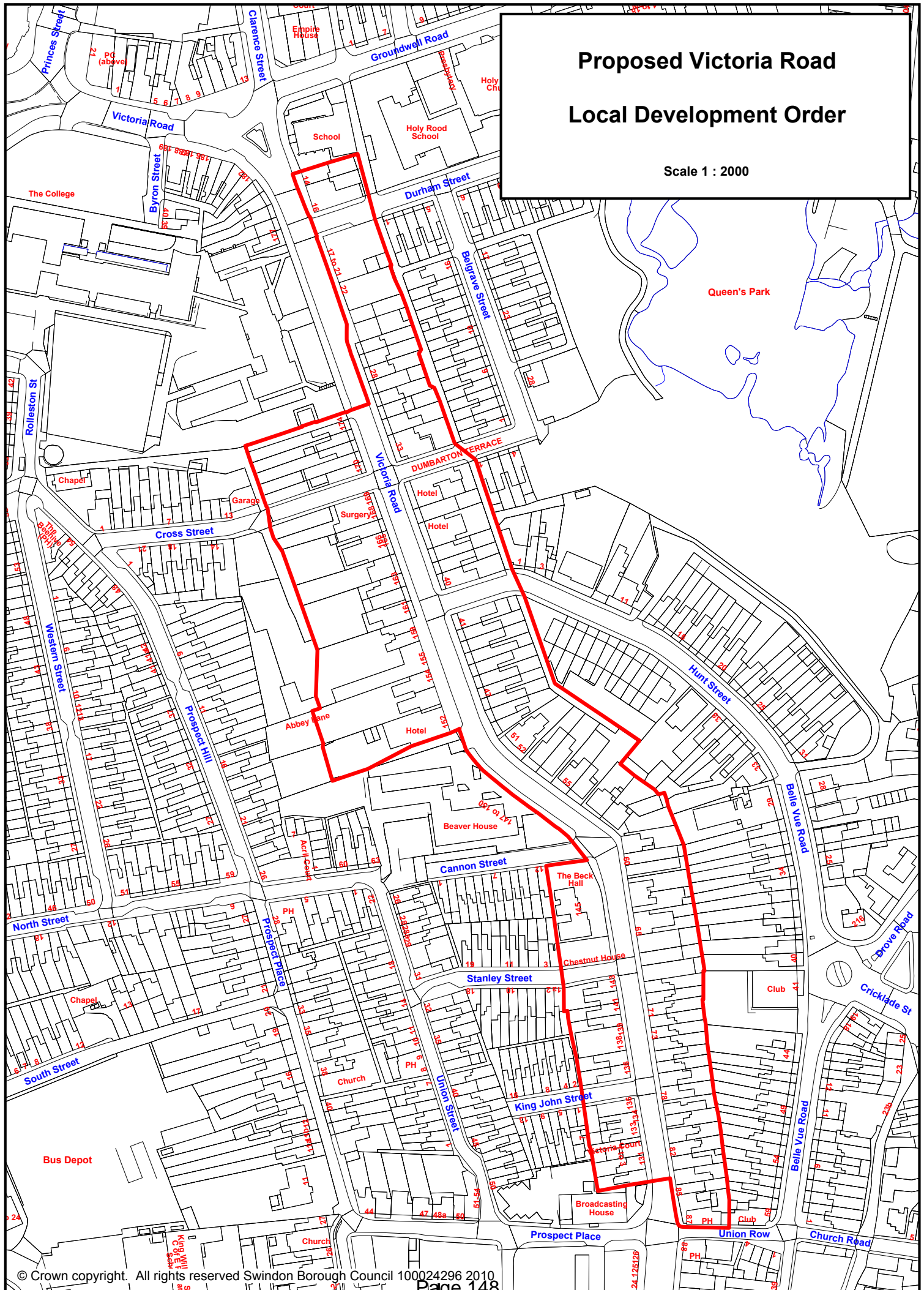
Area covered by LDO

The Area of LDO coverage encompasses: 14 to 87 Victoria Road inclusive and 131 to 174 Victoria Road inclusive. (The Old Technical College and Beaver House are not included).



Proposed Victoria Road Local Development Order

Scale 1 : 2000



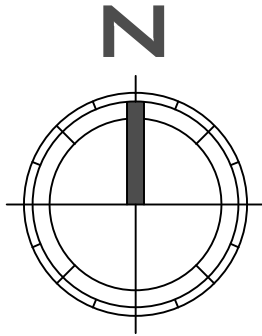


Scale: 1:4000 © A1

WHALEBRIDGE CAR PARK
Site Location

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Not Be Reproduced Or Used
For Any Purpose Other Than
That Intended Without The
Prior Written Agreement Of
Public Power Solutions Ltd

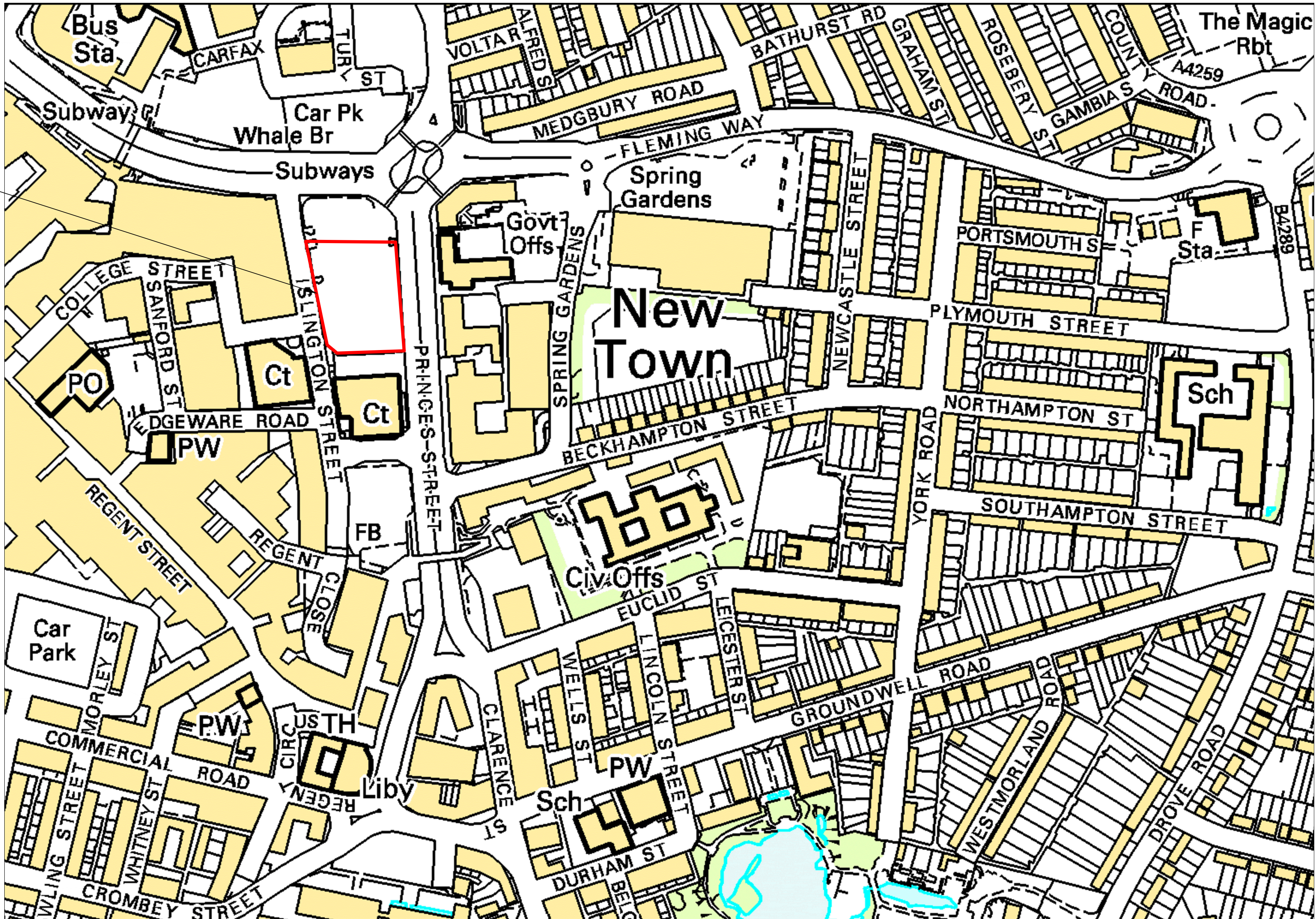
General Notes



SITE BOUNDARY



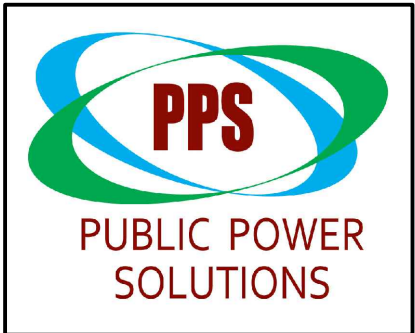
Whalebridge Car Park



Scale: 1:2000 © A1

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Coordinates	
OS X (Eastings)	415263
OS Y (Northings)	184799
Nearest Post Code	SN1 2DL
Lat (WGS84)	N51:33:43 (51.561866)
Long (WGS84)	W1:46:52 (-1.781215)



Public Power Solutions Ltd
Waterside Park, Cheney Manor
Industrial Estate, Darby Close
Swindon, SN2 2PN
www.publicpowersolutions.co.uk

Project
WHALEBRIDGE CAR PARK
SN1 2DL,
Swindon

Date	22/03/2016
Scale	As Shown © A1
Rev.	7.16.PL.SITE.Rev1

SWINDON LOW CARBON LOCAL DEVELOPMENT ORDERS

Local Carbon Local Development Order 3:

Sites for solar arrays and solar farms LDO

April 2016 (as Amended

Sites 10 to 25A: Canopy Mounted Solar Arrays

This Local Development Order grants planning permission for the Installation of canopy mounted solar arrays at the following sites:

- Brunel North MS Car Park (Site 10)
- Brunel West MS Car Park (Site 11)
- Fleming Way MS Car Park (Site 12)
- The Parade MS Car Park (Site 13)
- Spring Gardens MS Car Park (Site 14)
- Northern Orbital Centre Car Parks (Site 15)
- West Swindon Centre / Shaw Ridge Car Parks (Site 16)
- Sainsburys/Homebase Car Park, Bridgemoor (Site 17)
- Morrisons Car Park, Dorcan Way (Site 18)
- Morrisons Car Park, Haydon Wick (Site 19)
- Tesco Car Park, Ocotal Way (Site 20)
- Greenbridge Retail and Leisure Park Car Parks (Site 21)
- Mannington Retail Park Car Park (Site 22)
- B&Q Car Park, Barnfield Road (Site 23)
- GW Hospital Car Parks (Site 24)
- Police HQ Car Park, Gablecross (Site 25)
- Whalebridge MS Car Park (Site 25A)

The detailed specification of the development shall be informed by the following reserved matters submissions.

Further Detail

A detailed Site Layout Plan shall be submitted along with the additional information required under condition 2. A Planning Statement shall also be submitted with the reserved matters which sets out how the scheme has incorporated the mitigation measures already identified in the assessments. This reserved matters information shall be submitted using the LDO application form along with the requisite fee. A lawful Development Certificate will then be issued by the Local Planning Authority to confirm if the submitted scheme is acceptable. The scheme cannot commence until a Lawful Development Certificate has been issued and the target timeframe for this is eight weeks from the date of validation. The development hereby permitted in outline shall only be implemented in accordance with the approved submissions.

The solar farm hereby permitted is subject to the following Conditions:

1 Time Limit:

Approval of the layout, scale, appearance, and access (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority within five years from date of this Local Development Order. No development shall take place within the area of the LDO until all the details required by this permission have 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 and to time limit the Local Development Order to enable the Order to be modified or revoked at the end of the five year period in response to the prevailing national and local policy.

2 Additional Information:

No development shall take place within the area of the LDO until the following additional details and information has first been submitted to and approved in writing by the local planning authority:

- Detailed layout plan
- Solar Panel, canopy and other installations detailed designs including cross sections.

The development shall be carried out in accordance with these details once approved.

3 Decommissioning:

Twelve months prior to the discontinuation of the use of the site for solar pv, entire development shall be removed and the land restored to agricultural use in accordance with the approved statement.

Reason: To define the scope of this permission and in the interest of amenity and protection of the countryside.

4 Minor amendments to the agreed Site Layout Plan:

Any minor amendments to the agreed Site Layout Plan shall be agreed in writing by the local Planning Authority

Reason: To define the scope of the development hereby permitted.

Informatives

- All development shall be carried out having regard to any actual or potential land contamination at the site. The responsibility for the safe redevelopment of the site in this regard rests with the developer, who must undertake and evaluate a risk assessment which incorporates specific remedial measures to deal with any land contamination. If you are in any doubt, please seek the advice of the Contaminated Land Officer on whether a contaminated land site investigation is needed.
- The applicant should note that under the terms of the Wildlife and Countryside Act 1981 and the Countryside and Rights of Way Act 2000, it is an offence to disturb nesting birds or roosting bats. You should note that the work hereby granted consent does not override the statutory protection afforded to these

species and you are advised to seek expert advice if you suspect that the construction works would disturb any protected species.

- In addition to this consent, the Applicant will require separate Local Highway Authority approval of the Traffic Management Plan and all related Traffic Directional Signs and temporary changes to Traffic Regulation Orders. The Applicant is required to obtain this approval prior to any site-related construction traffic commencing, and is therefore recommended to contact Swindon Borough Council's Safe and Effective Highway Network Department in this respect as soon as possible.
- Where a proposed development does not fall within the permitted development rights allowed by this LDO or by the permitted development rights set nationally, this does not mean that the development is unacceptable and cannot be built. It means that an application for planning permission needs to be made so that the Local Planning Authority can consider all the circumstances of the case.
- Compound areas and access routes into the sites are not identified in many of the site maps. These should be identified within the reserved matters submissions.

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

Planning Committee

Date: 12th April 2016

Author: Head of Planning, Regulatory Services and Heritage

Parish / Wards Affected: All, but particularly those in the east of the Borough

Purpose

- To update the Planning Committee on the preparation of the New Eastern Villages (NEV) Framework Travel Plan draft Supplementary Planning Document (SPD), and
- To seek approval from the Planning Committee for public consultation on the NEV framework Travel Plan draft SPD.

Recommendation

That the Planning Committee agrees to:

1. A six week period of public consultation for the NEV Framework Travel Plan draft SPD as soon as reasonable practical, in accordance with the arrangements set out in paragraph 2.5.
2. Authorise the Head of Planning, Regulatory Services and Heritage, in consultation with the Director of Law and Democratic Services to make minor changes to the content of the document, if required, prior to carrying out the public consultation.

1 Reasons

1.1 Policy NC3 of the adopted Swindon Borough Local Plan 2026 (Local Plan) allocates a new mixed use development of about 8,000 new homes with associated employment, education, retail and leisure uses to the east of the A419. It sets out the overall requirements for the NEV including Rowborough and the expansion of South Marston village expansion. Central to the development of the NEV are the proposed sustainable transport links detailed within the policy which will connect the proposed villages together as well integrating them with the existing communities of Swindon and the surrounding villages.

1.2 The NEV Framework Travel Plan draft SPD supports the principles brought forward within Policy TR1 and TR2. Policy TR1 seeks to deliver a high quality transport network, throughout the Borough, which supports economic growth, regeneration

Further information on the subject of this report can be obtained from Edward Snook, New Eastern Villages Planning Team, Planning Department, Direct Dial 01793 466427, nev@swindon.gov.uk.

New Eastern Villages (NEV) Framework Travel Plan

Draft Supplementary Planning Document (SPD)

Planning Committee

Date: 12th April 2016

and housing growth. Furthermore, Policy TR2 seeks to ensure new development is located and designed to reduce the need to travel and to encourage sustainable modes of transport. It also requires a Travel Plan to be submitted with applications which are likely to have a significant transport impact. The submitted Travel Plan should assess and mitigate the impact of development and promote sustainable travel choices.

- 1.3 The draft NEV Framework Travel Plan SPD provides a strategic overview for the NEV development, and forms one stage in promoting sustainable transport measures across the site. It will provide a joined up approach across all development islands, to ensure consistency for developers and future occupiers of the NEV.
- 1.4 The draft SPD supports the Council's Corporate vision and pledges, the core principles of the Local Plan, and the stated objectives of the National Planning Policy Framework (NPPF) (2012).

2 Detail

Background

- 2.1 Adopted in March 2015, the Local Plan "provides the policy framework to deliver sustainable growth to 2026 and beyond." The NEV Framework Travel Plan draft SPD seeks to provide further guidance on the Local Plan policies that relate to the NEV and in particular, Policies NC3, TR1 and TR2.
- 2.2 The draft SPD, which can be found at **Appendix 1** of this report, has been prepared following discussion with a range of stakeholders including delivery partners. It sets out how the Council will ensure a consistent approach to delivering a framework travel plan across the NEV. It will provide a package of measures to promote sustainable travel within the context of a mixed use development with multiple developers and occupiers on site.

New Eastern Villages (NEV) Framework Travel Plan

- 2.3 The NEV Framework Travel Plan outlines the principles and suggested management mechanisms to reduce the number of car trips within and to the NEV. A well connected layout to enhance pedestrian and cyclist permeability as well as providing priority to public transport vehicles are some of the primary approaches to reduce car dependency and to achieve sustainable development.
- 2.4 The NEV Framework Travel Plan also offers developers the opportunity to pay a voluntary "per dwelling fee" to the Council to fund established behaviour change initiatives as part of the implementation of their travel plan.

Further information on the subject of this report can be obtained from Edward Snook, New Eastern Villages Planning Team, Planning Department, Direct Dial 01793 466427, nev@swindon.gov.uk.

New Eastern Villages (NEV) Framework Travel Plan

Draft Supplementary Planning Document (SPD)

Planning Committee

Date: 12th April 2016

2.5 Some of the key benefits of a travel plan include:

- Improving site accessibility and travel choice;
- Supporting and encouraging the establishment of sustainable communities;
- Providing choice and quality to access key services;
- Increasing business efficiency and equality;
- Delivering local and global environmental improvements through reduced congestion, reduced pollution and noise;
- Providing opportunities for safe, active, healthy travel, supporting Central Government's health agenda.

Consultation

2.6 The draft SPD must be published for a period of public consultation. Developers have been made aware of the Framework Travel Plan and it was circulated as part of an early engagement exercise. Public consultation should take place for six weeks commencing as soon as practicable, when all interested parties can make representations. Copies of the draft SPD will be sent to all affected Parish Councils and officers will be available to provide advice and respond to questions during the consultation period. Once responses have been evaluated officers will bring the final SPD before Committee with a recommendation to adopt.

3 Alternative Options

3.1 The Council could delay consultation on the draft SPD and chose to rely solely on the policies within the Local Plan to guide the detailed delivery of the NEV. The Local Plan sets the strategic policy framework for Swindon but this alone is not considered adequate to ensure all aspects of the vision are delivered, managed and secured in a phased and co-ordinated manner.

3.2 Delay to the publication and future adoption of the SPD is likely to prejudice the Council's ability to establish a comprehensive planning framework to guide development to the detriment of the proper planning of this strategic development. This would result in a missed opportunity to coordinate a transport network at the strategic and local level and to secure the timely delivery of infrastructure across the development.

4 Implications, Diversity Impact Assessment and Risk Management

Financial and Procurement Implications

4.1 The financial implications arising from publishing and consulting on the draft NEV Framework Travel Plan SPD are to be met from the Planning budgets for 2016/2017.

Further information on the subject of this report can be obtained from Edward Snook, New Eastern Villages Planning Team, Planning Department, Direct Dial 01793 466427, nev@swindon.gov.uk.

New Eastern Villages (NEV) Framework Travel Plan

Draft Supplementary Planning Document (SPD)

Planning Committee

Date: 12th April 2016

Legal and Human Rights Implications

- 4.2 Human rights legislation has been considered in the preparation of this report and it is considered to be compatible with convention rights.
- 4.3 The preparation and adoption of the SPD is a process covered by the Planning and Compulsory Purchase Act 2004 and associated regulations and amendments.

5 All Other Implications (including Staff, Sustainability, Health, Rural, Crime and Disorder)

- 5.1 There are no immediate staffing implications of such a document, which provide further guidance to Policy NC3, Policy TR1 and Policy TR2 in assessing proposals for development at the New Eastern Villages.
- 5.2 The Council has a duty to ensure that the preparation of the SPD is in accordance with the sustainability principles of the National Planning Policy Framework.
- 5.3 The draft SPD conforms to the policies in the Local Plan which has already been subject to a Sustainability Appraisal (SA) incorporating SEA and Health Impact Assessment (HIA) to ensure that the impact of proposals can be minimised with the least negative impact possible.
- 5.4 The coordination of the strategic travel network at the New Eastern Villages proposals, including the expansion of South Marston village will make a significant contribution to the demographic and economic needs of the Borough.

Diversity Impact Assessment

- 5.5 The draft SPD conforms to the policies in the Local Plan which has already undergone a DIA and no negative impacts were predicted.

6 Risk Management

- 6.1 Delaying the process of consultation and eventual adoption of this SPD carries less risk in the short term, but much higher risk over the medium-long term, as it would result in the lack of adequate tools necessary through the Planning System to uphold the detailed aspects of the policy and the Council's strategic objective to deliver sustainable development at the New Eastern Villages.

7 Consultees

- 7.1 The Board Director, Resources (Section 151 Officer) and Director of Law and Democratic Services (Monitoring Officer) are consulted in respect of all reports.

Further information on the subject of this report can be obtained from Edward Snook, New Eastern Villages Planning Team, Planning Department, Direct Dial 01793 466427, nev@swindon.gov.uk.

New Eastern Villages (NEV) Framework Travel Plan

Draft Supplementary Planning Document (SPD)

Planning Committee

Date: 12th April 2016

8 Next Steps

- 8.1 If Planning Committee approve the recommendations of this report, the draft SPD will be made available for public consultation for a period of six weeks as soon as reasonably practical in accordance with the Council's Statement of Community Involvement in Planning. Copies of the SPD, and accompanying documents, would be distributed to a wide range of statutory consultees, including Parish Councils.
- 8.2 The documents would be made available for inspection at the Civic Offices, at libraries in the Borough, and on the Council's website. Following completion of the public consultation period, all representations and suggested minor changes by the Council to the Plan will be submitted to a subsequent Planning Committee for adoption in under the Planning and Compulsory Purchase Act 2004 (as amended).

9 Background Papers

- 9.1 Appendix 1 - New Eastern Villages Framework Travel Plan Draft SPD (April 2016)

**New Eastern Villages
Framework Travel Plan
Draft Supplementary Planning Document**

April 2016

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[Proposed development layout for New Eastern Villages](#)

[Residential Travel Plan guidance](#)

[Workplace Travel Plan guidance](#)

[TPC roles and responsibilities](#)

1) Introduction & Scope

1.1 Swindon Borough Council is producing its own framework travel plan for the proposed mixed-use development of New Eastern Villages in Swindon.

1.2 The location of the entire development site and the proposed development layout is attached as appendix 1.

1.3 It should be noted that this travel plan is a framework document that sets out the principles and suggested management mechanisms that are recommended for adoption to reduce the number of single-occupancy car trips to the site. The travel plan also outlines measures that will be considered for adoption in the final travel plans for each use on site. The final measures for inclusion will be agreed with Swindon Borough Council and Highways England, post-planning approval, by the residential developers and end-users of the employment uses.

1.4 A framework travel plan is the first stage in sustainable travel planning for the site. Significant research has been undertaken by the Department for Transport (DfT) on the car trip reducing impact of travel planning and smart choice measures. This framework travel plan includes the measures that have been proven to give the best value for money and to maximise returns in terms of car trip reductions. Further, the site transport strategy and infrastructure proposals have been developed to enhance accessibility and dovetail with SBC's preferred transport strategy (as outlined in LTP3).

1.5 The New Eastern Villages (NEV) development proposals include a range of land uses as follows:

- 8,000 mixed tenure residential units
- 40 hectares employment (c.4000 new jobs)
- New primary school and extension to South Marston School
- Secondary school
- District Centre and local centres comprising retail and leisure
- Health facilities

1.6 An NEV transport strategy has been prepared and is underpinned by an evidence base, prepared in partnership with Highways England to support the Local Plan Examination in Public (JMP EV Strategy).

1.7 Vehicular access for the site is to be provided from improved junctions on the A420. Additionally, a new Southern Connector Road will be built, as well as a new bridge across the A419 at Great Stall. Further junction improvements at Greenbridge roundabout, Nythe, Piccadilly and Coate and the White Hart junction will build capacity and maintain journey time reliability on strategic and local road network. The current build out programme for the development will be at least ten years (2016 to 2026).

1.8 The site layout will be designed to promote pedestrian and cyclist permeability, with frequent segregated access points that link to off-site sustainable corridors.

Public transport priority will be supported by comprehensive walking and cycling networks on site and linking to the existing Swindon network.

2) Travel Plan Principles

What is a travel plan?

2.1 A Travel Plan is a long term management strategy for an organisation or development site that seeks to deliver sustainable transport and associated lifestyle objectives through action and is articulated in a document that is regularly reviewed.

2.2 A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on meeting specific objectives and targets. Objectives and targets usually reflect national policy impetus and site specific circumstances, almost always centred on reducing reliance on single occupancy car journeys, and often include a reduction in the need to travel.

2.3 Travel Plans are now required for a wide range of land uses (residential, employment, education, leisure, health etc.) through the planning process.

Benefits of a travel plan

2.4 Benefits of implementing successful Travel Plans can include (but are not limited to):

- Improving site accessibility and travel choice;
- Supporting and encouraging the establishment of sustainable communities;
- Reducing congestion and encouraging best use of existing highway capacity,
- Providing choice and quality access to key services (such as health facilities, education and food retail shopping);
- Meeting an organisation's environmental standards;
- Increasing business efficiency and equality;
- Reducing demand for parking spaces, thereby freeing land for other uses;
- Reducing the need for costly junction or carriageway enhancements;
- Ensuring adequate provision for people with disabilities;
- Delivering local and global environmental improvements through reduced congestion, reduced pollution and noise;
- Offering part of the solution to assist in reducing the transport sector's contribution to climate change in the short, medium and long term; and
- Providing opportunities for safe, active, healthy travel, supporting Central Government's health agenda.

Travel Plan Policy Context

2.5 The primary national planning policy impetus for Travel Plans is brought forward through the National Planning Policy Framework (NPPF) (2012), which states:

35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- *accommodate the efficient delivery of goods and supplies;*

- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

2.6 Further to this, the NPPF states:

36. A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.7 Further to this the Planning Practice Guidance (PPG) seeks to provide further guidance on the need and scope of a travel plan, as well as advising what details should be included within a travel plan.

2.8 In terms of local policy, the adopted Swindon Borough Local Plan 2026 seeks to proactively deliver a number of mixed use strategic allocations across the borough. Key to these objectives is Policy NC3 which identifies the NEV as a strategic allocation to deliver about 8,000 new dwellings, 40 hectares employment, new secondary school and primary schools, retail, health and community facilities. Central to this policy is the proposed sustainable transport links which will connect the proposed villages together, as well integrating them with the existing communities of Swindon and the surrounding villages.

2.9 Policy TR1 seeks to deliver a high quality transport network, throughout the Borough, which supports economic growth, regeneration and housing growth. Policy TR2 seeks to ensure new development is located and designed to reduce the need to travel and to encourage sustainable modes of transport. It also requires a Travel Plan to be submitted with applications which are likely to have a significant transport impact.

2.10 The White Paper ‘Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen’ released by the Department for Transport (DfT) seeks to “encourage and enable more sustainable transport choices” as part of the wider “strategy to reduce carbon emissions from transport.”

2.11 There is a growing body of best practice guidance and evidence relating to travel plans, both from the UK and abroad (where it is often referred to as travel demand or mobility management).

2.12 Travel planning forms one element of a package of measures and transport approaches labelled as ‘Smarter Choices’. The UK Government is increasingly promoting the uptake of smarter choices as a complement, or even alternative, to highway expansion.

2.13 In 2005, a review of Smarter Choices, covering experience, evidence, benefits and the potential for their more widespread application was commissioned by the Department for Transport (DfT). The output, Smarter Choices – Changing the Way we travel, highlighted the strong cost benefit of widened uptake and implementation of transport initiatives, including the implementation of Travel Plans.

2.14 Key guidance documents that have been consulted in preparation of the NEV Framework Travel Plan includes (but not limited to):

- Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT, 2009)
- Smarter Choices - Changing the way we travel (June 2005);
- Making Travel Plans Work (DfT, 2002);
- Transport Energy Best Practice – A Travel Plan Resource Pack For Employers (DfT, 2002);
- Guidance on Transport Assessment, Appendix B (DfT, 2007) – this contains guidance thresholds for when Travel Plans are required. Swindon Borough Council's guidance on travel plans uses these thresholds;
- Making Residential Travel Plans Work: Good Practice Guidelines for New Development (DfT, 2005);
- Making Car Sharing and Car Clubs Work, A Good Practice Guide (DfT, 2005); and
- Car clubs in property developments: An Information Pack for Local Authorities and Developers (Carplus, 2007);
- Swindon Borough Council '2026 Transport Strategy'
- Swindon Borough Council 'Local Transport Plan 3'
- Swindon Borough Council 'Guidance for workplace travel plans'
- Swindon Borough Council 'Guidance for residential travel plans'
- Swindon Borough Council 'Guidance for mixed use framework travel plans'

2.15 In addition, Swindon Borough Council has on-going relationships with expert service providers in delivery of specific elements of the Travel Plan such as car club operators, public transport operators and car share database management companies.

2.16 A good FTP should clearly set out an integrated approach to travel planning activities for the development that enables economies of scale to be achieved (and therefore removal of unnecessary repetition) and ensures that a coordinated approach is adopted across the site.

2.17 Preparation of a FTP is not an excuse for vagueness, yet does recognise that certain aspects of development and travel planning can't be undertaken until final occupiers are known. Where necessary, the Framework sets the key parameters for future Individual Travel Plan development and associated timelines.

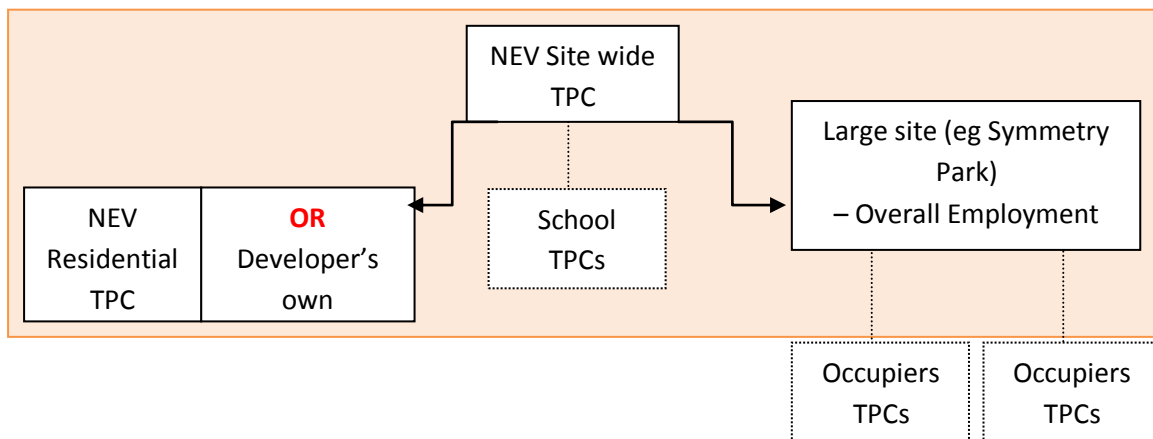
Travel Plan Requirements

2.18 A FTP should be similar in format to an individual Travel Plan, yet cover global objectives and targets, site wide measures, monitoring proposals and the strategy through which land use specific travel planning will be secured and delivered.

2.19 Individual Travel Plan Guidance for the Residential and Employment elements of the development, as far as they can be developed at this stage without a known end occupier, are included as Appendices to this FTP.

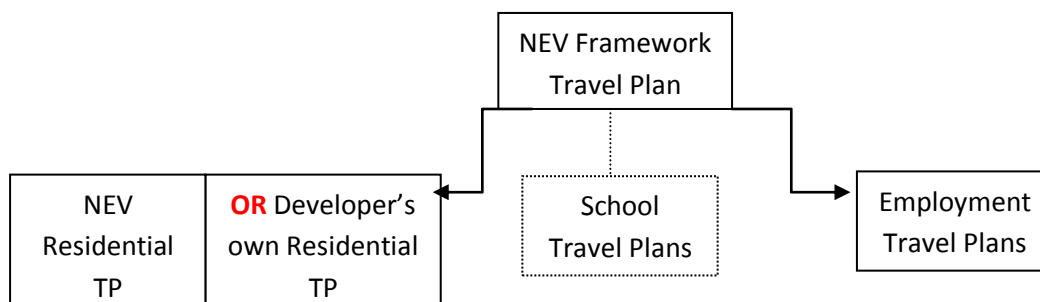
2.20 The travel planning measures for the residential and employment uses on the site will be implemented through this NEV Travel Plan Framework, which will be driven by the NEV Travel Plan Group (NEVTPG). Using a Travel Plan Group (TPG) model is well suited to a mixed use, multiple developer and multiple occupier site such as New Eastern Villages.

2.21 Each of the land uses proposed would be represented at the NEVTPG. The group will be led by a (multi-developer funded) site-wide Travel Plan Coordinator. Each developer will contribute to this post via a S106 agreement. The structure of the NEV Framework Travel Plan management is shown below.



The pink box represents the membership of the Travel Plan Group.

2.22 It is proposed that the FTP will act as an overarching plan with each of the land uses adopting its own individual travel plans (or utilising the NEV Residential Travel Plan). The structure of the NEV Framework Travel Plan is shown below.



2.23 The school travel plan (shown as dotted lines) will be funded and managed by the Local Education Authority (LEA). Each school will be required to develop and implement nationally accredited travel plans. The residential and employment travel plans will be funded by developers, and secured by S106 agreement.

2.24 It is acknowledged that there will be key travel plan measures will benefit a range of the land uses simultaneously and that there will be some economies of scale across the site. It is beneficial to deliver those measures that provide these economies of scale up front, to deliver the maximum benefit and to avoid unnecessary repetition.

2.25 Monitoring is also a key element of the success of the travel plan, as assessing the relative benefits of the various travel plan measures is important to refine the document over future years. A recommended monitoring strategy is provided later in this FTP.

2.26 In terms of financial commitment it is proposed that residential and employment travel plans (and their financial contributions) will be secured through a Section 106 agreement to ensure implementation and on-going development through the life of the build out.

2.27 For residential development, there is an opportunity for the developer to buy into the “NEV residential travel plan”, which provides joint co-ordination, management, interventions, targets and monitoring across the whole NEV development. For a modest cost per dwelling, the developer can benefit from the economies of scale that this approach brings. There is more about this approach in Appendix 2.

3) Existing and Future Accessibility

Overview

3.1 The construction of the New Eastern Villages (NEV) will see a transformation of land uses from “greenfield” agricultural land, with small developments including a combination of dwellings, industrial units and hotels are located adjacent to the site. One of the challenges that the development will face will be to minimise the transport impact on the Strategic Road Network (SRN). The internalisation of trip patterns within the site and the implementation of robust Travel Plans to encourage alternative modes of transport to the private car, together with the promotion of local services and opportunities in the Swindon area will be required.

3.2 The proposed development site of the NEV is adjacent to, and will have an influence on, various parts of the SRN and the local highway network. Access to the existing NEV development is principally by strategic highway routes such as the A419 and the A420. Public transport access is restricted to local and inter-urban bus services and a limited footway and cycleway network. This is caused in part due to the severance of the A419 dual carriageway, which runs North-South and forms an eastern boundary to the existing Swindon urban area, offering a direct link to Junction 15 of the M4 motorway.

Local Bus Service Provision

3.3 The existing bus route covering the NEV is the Stagecoach West Service 66 which runs from Swindon to Oxford via Faringdon. This service operates under the Stagecoach Gold brand livery, the premium level of service in the Stagecoach portfolio of local bus routes.

Stagecoach ‘Gold’ Service 66 Every 20 minutes between Swindon and Oxford – operating via the New Eastern Villages site (along the A420)	
Day	Service frequency
Monday – Friday	05:30 – 08:15: Every 20 minutes. 08:15 – 15:45: Every 30 minutes 15:45 – 18:30: Every 20 minutes 18:30 – 21:30: Hourly
Saturday	08:30 – 18:30: Every 20 minutes 18:30 – 23:00: Hourly
Sunday	08:30 – 18:30: Every 30 minutes

3.4 The current journey time between Swindon town centre and Stratton Park (for the Sainsbury’s supermarket), the nearest bus stop to proposed site for the NEV district centre, is 11 minutes in the Oxford (east) bound direction and 14 minutes in a Swindon town centre (west) bound direction.

Rail

3.5 In terms of access to rail services, the nearest hub to the national railway network for the NEV will be at Swindon rail station in the town centre, approximately 6km away. Swindon rail station lies on the Great Western Main Line Railway and offers regular and easy access to inter-city express services to London Paddington, the Thames Valley, Bristol, Bath, Gloucestershire and South Wales.

Proposed Infrastructure

3.6 A number of changes will be made to the highway infrastructure in the vicinity of the NEV. At the time of writing, there are plans for modifications to the highway network including the White Hart junction. Improvements here would not only offer improved east – west vehicular connections, it would also mitigate against queuing on the A419 carriageway and offer an improved pedestrian and cycling experience, which would reduce the severance effect of the A419.

3.7 A series of junctions on the A420 will need to be upgraded (Gablecross, Police Station and Old Vicarage Lane) and two new junctions constructed in order to provide a western and eastern access into the development.

3.8 A further response to the challenge of the severance caused by the A419 and to enhance accessibility to and from the existing part of east Swindon a 'Green Bridge' in the vicinity of the River Cole, between Covingham Drive and the existing Merlin Way Bridge has been highlighted as an infrastructure requirement. It is intended that the bridge will prioritise public transport and must be of sufficient width to accommodate a bridleway as well as footpath, cycle and wildlife links. Given this link will serve residential areas to the east and west of the A419 its scale must be carefully considered. The structure will be designed to reduce its visual impact, particularly as it approaches ground level. The form and design of the bridge will be sympathetic to the neighbouring land uses. Assessments will be required to ensure levels of lighting, noise, vibration and any other pollutants are within acceptable levels.

Public Transport

3.9 Public transport will be critical to the delivery of a successful sustainable community at NEV. It is proposed that in the initial build-out of the NEV, existing bus routes will be diverted to serve the first communities to be built. As proposed in the Local Plan, a Core Express Bus Network Route will route parallel to the A420, linking the P&R and the District Centre. The remainder of the NEV will be served by an express bus network, to link all the development parcels.

3.10 Depending on build out rates, bus accessibility will need to be split amongst Core Express bus or Bus Rapid Transit (very high frequency, infrequent stopper), Strategic Express Bus (high frequency, infrequent stopper but covers majority of NEV from north to south), and a local stopper (infrequent frequency, frequent stopper). This mix of public transport provision will evolve with the roll out of the development and subsequent demand.

Core Express Bus Network Route

3.11 In the longer term, there is an aspiration that the principal access to sustainable transport will be through the roll out of a Core Express Bus Network Route serving NEV and Swindon town centre via the Great Stall Bridge. The final routing for this service has yet to be confirmed however the vision for this link is to provide a step change in the quality of traditional/conventional bus services, with regular service frequency and enhancements in the vehicle design, particularly the on-board environment such as the provision of Wi-Fi, further legroom and comfortable seating. This target for the service frequency is every 10 minutes once the build out of the NEV is complete.

Bus-Based Park and Ride Facility

3.12 At the time of writing, a Park and Ride (P&R) facility is also proposed as part of the transport infrastructure for the NEV development. A 3 hectare site is proposed to accommodate up to 1,000 vehicles served by a high frequency service, which will be tied into the existing public transport provision. The landscaping and design of the P&R site will reflect its status as the gateway to Swindon and the eastern boundary of the town. Consideration will also be given to the impact of lighting in relation to the rural setting beyond.

3.13 The P&R feasibility for Swindon identifies the site at the new EV as one of the most viable within the Borough. Its location to the south of the A420 is key to its success in terms of relieving congestion on the main route into Swindon from Oxfordshire.

3.14 One recent innovation in the delivery of P&R infrastructure in the United Kingdom (UK) is the delivery of a private-sector funded P&R operation in Hazel Grove in Greater Manchester by Stagecoach Group Plc. This facility opened in July 2015 has a number of parallels with the NEV development, falling on a strategic A-road which also forms part of a flagship route operated by Stagecoach West.

Rail

3.15 There are significant developments taking place to the regional rail network. The roll out of electrified passenger rail services which is currently under delivery on the Great Western Main Line railway will enable faster journey times. The first phase is set to see the roll out of electrified services between London and Swindon, before being rolled out to stations to Bristol and South Wales.

3.16 Whilst the NEV does border the Great Western Main Line rail corridor, there are no proposals for a new rail station to serve this particular locality. One of the reasons for the rail station not to be progressed is due to the capacity constraints on the Great Western Main Line railway, which has an intensive inter-city timetable operation. The BRT service will provide a public transport link between the NEV and Swindon Town Centre.

Cycling and Walking Provision

3.17 There are a number of options for enhancing cycling and pedestrian connectivity from NEV to the central Swindon districts to establish a safe and continuous network of routes for cyclists and walkers.

3.18 There is an opportunity to repeat the branding for a flagship/landmark route between Swindon town centre and the NEV, following the example of the Western Flyer scheme, which saw an upgrade of the route between Swindon town centre and West Swindon, which featured signage, resurfacing, lighting upgrades and public realm work.

3.19 This could see the roll out of further branded and upgraded routes such as the Eastern Flyer to serve the northern portion of the site. A shared footway/cycleway continues along the southern side of the A4312 Oxford Road west of the White Hart junction, providing onward cycle links towards Swindon town centre. Completing the missing urban cycle and pedestrian links between Swindon town centre and NEV could be enhanced through the delivery of the Green Bridge infrastructure. A similar route to serve the southern area of NEV site could tie into the Southern Connector Road, a new build highway that will connect into the A419 at the Commonhead Junction.

3.20 Further funding could supplement the investment made in infrastructure on the NEV development itself which could provide linkages to the National Cycle Network Route 45, the principal cycle route running north to south through the Borough via the established districts of east Swindon and the central Swindon urban area.

Car Club

3.21 Swindon's first car club launched in 2012 and is operated by social enterprise, Co-wheels. There are three cars for hire by the hour to club members in the town centre, and these have proved popular with residents.

3.22 The car club was pump primed with LSTF funding but within 3 years had gained enough members and utilisation to be self-sufficient. In the New Eastern Villages, Co-wheels cars should be available to residents (and employees if applicable) to give a wider range of travel choices. Research has proven that car club members either sell a vehicle, or are dissuaded not to purchase a vehicle, and additionally make few unnecessarily journeys by car.

3.23 Guidance suggests that one vehicle per 500 households provides sufficient demand to ensure the car club remains viable.

4) Global objectives and targets

Vision

4.1 The vision of the New Eastern Villages development appears below. The global objectives of this Framework Travel Plan aim to complement the vision.

VISION

The NEV development will create sustainable well-designed places where people want to live, work and spend time. It will:

- Be a high quality, sustainable development with an excellent level of strategic infrastructure that benefits Swindon as a whole;
- Form a new eastern gateway to Swindon that improves the image of the Town and maximises benefits to the wider economy with improved connectivity to the town centre;
- Sensitively and positively respond to the existing landscape context, natural and historic assets and the character and identity of the surrounding villages as well as enhancing biodiversity and green infrastructure;
- Comprise new distinct villages with individual identities and characters linked together by green spaces that integrate with the existing urban area and wider landscape setting;
- Provide facilities and services required for the new communities and opportunities for existing communities to benefit from the

4.2 The Framework Travel Plan aims to minimise the impact of the development on the local environment. The FTP outlines measures that will enable residents, staff and visitors to the area to make informed, realistic choices with regards to their trips to and from the site.

Global Objectives

4.3 Table 4.1 sets out the global objectives and targets that will be used to measure the progress and success of the travel plan. Global objectives cover the entire NEV site, so it is essential that the various end occupiers (including workplaces) sign up to the framework travel plan and its global targets. This can be secured through the planning process via the end user travel plans, and on a day to day basis, the NEV Travel Plan Co-ordinator will ensure commitment is reinforced through a

Memorandum of Understanding signed by a senior director of the end user business(es).

4.4 The global objectives and targets are high level aims of the framework travel plan and these will be supported by land use specific objectives and targets contained within the future employment, residential and school travel plans.

Table 4.1: Global Objectives, Targets and Indicators

Objectives	Targets	Indicators
To establish an NEV Travel Plan Group	To establish the group by first occupation	Group is set up
Achieve awareness of sustainable travel options amongst employers, employees, residents, visitors and other users	To achieve 60% awareness and maintain during build out	Travel plan survey results
To reduce the impact and frequency of single occupancy vehicle trips on the local community, meeting external trip targets set out in table 4.3	A % decrease in single occupancy vehicle trips by full development.	Data from traffic counts Air quality monitoring Congestion monitoring
To meet mode share targets set out in table 4.2	A % increase in walking, cycling and public transport trips over the full build out period	Data from travel surveys Cycle and pedestrian counts
To increase the proportion of active travel (walking and cycling) year on year	Achieve a mode shift from car trips to walking and cycling over the full build out period	Data provided from TPC (Take up of interventions) Data from travel surveys Cycle and pedestrian counts
To engage with residents on sustainable travel choices	100% of new households to receive a travel pack and be offered additional resources through the PTP process within 6 months of occupation.	Data provided from TPC

Global Mode Share Targets

4.5 In addition to the objectives above, there will be global mode share and trip rate targets to cover the whole NEV development. Table 4.2 below outlines the proposed mode share targets for both residential and employment sites, which can be applied to each separate development and monitored over a five year period from first occupation of the site. The baseline figures have been taken from 2011 census data for the ward, and a recommended 10 percentage point reduction in single occupancy car trips applied.

Table 4.2: Global mode share targets

Residential	Walk	Cycle	Vehicle driver	Passenger	Bus	Rail	PTW*	WFH*	Other
Base	7.00%	5.70%	69.50%	5.60%	5.70%	0.90%	1.30%	3.40%	0.90%
year 1	7.50%	5.80%	68.50%	5.50%	6.00%	0.90%	1.30%	3.50%	1.00%
year 2	8.60%	6.20%	66.00%	5.40%	7.00%	0.90%	1.30%	3.60%	1.00%
year 3	10.00%	6.20%	63.60%	5.30%	8.00%	0.90%	1.30%	3.70%	1.00%
year 4	11.00%	6.50%	62.00%	5.10%	8.50%	0.90%	1.30%	3.70%	1.00%
year 5	12.00%	7.00%	60.00%	5.00%	9.00%	0.90%	1.30%	3.80%	1.00%

*PTW = Powered two wheelers

*WFH - Working from home

Workplaces	Walk	Cycle	Vehicle driver	Passenger	Bus	Rail	PTW	WFH	Other
Base	6.00%	2.00%	81.00%	5.00%	3.00%	0.00%	1.00%	1.00%	1.00%
Year 1	6.00%	3.00%	79.00%	5.00%	4.00%	0.00%	1.00%	1.00%	1.00%
Year 2	6.00%	3.00%	77.00%	6.00%	5.00%	0.00%	1.00%	1.00%	1.00%
Year 3	7.00%	3.00%	75.00%	7.00%	5.00%	0.00%	1.00%	1.00%	1.00%
Year 4	8.00%	4.00%	73.00%	7.00%	5.00%	0.00%	1.00%	1.00%	1.00%
Year 5	8.00%	5.00%	71.00%	7.00%	6.00%	0.00%	1.00%	1.00%	1.00%

Global Trip Rates

4.6 Global trip rates will be set once agreed data has been received.

5) Wider transport strategy and site wide infrastructure

5.1 In line with Growth Point, Local Plan and SBC's own guidance for developers, the New Eastern Villages development aims to create:

1. Social neighbourhoods
2. Low car dependency
3. Healthy and sustainable travel
4. Safe and secure walking and cycling routes
5. Low carbon emissions
6. Equality of access
7. A layout that can change and grow over time
8. Accessibility to key destinations in the town, especially the town centre

Site layout

5.2 The layout includes a mix of land uses designed to reduce the need to travel. Key land uses (local centres, schools, employment hub and residential neighbourhoods) are located in central locations with good footway and cycle links to other areas in the development.

5.3 The site layout should be developed in line with best practice in highway design (Specifically 'Manual for Streets 1 and 2'). A permeable network of overlooked and well lit pedestrian and cycle routes will link all land uses and connect directly and efficiently to public transport hubs and external access junctions.

5.4 On street vehicular access routes will be designed to accord with previously acceptable, adopted standards in Swindon. Streets will be designed to encourage low vehicle speeds, prioritise safe movements for vulnerable road users and to cater for, but not encourage, car use.

5.5 The principals that will govern the design of the layout are:

- A street and place design that gives pedestrians and cyclists priority
- Filtered permeability to provide journey time advantages to non-car modes
- Inclusion of green spine(s) with vehicle cross overs characterised by a speed reducing layout and vulnerable road user priority
- Provision of high profile public transport
- Appropriate levels of well-designed parking
- Fast, efficient links to local and town centre destinations and open space
- Measures to discourage rat-running through the site

Vehicular Access

5.6 Vehicular access for the site is to be provided from improved junctions on the A420. Additionally, a new Southern Connector Road will be built to provide access to the south at the Commonhead roundabout.

5.7 It is hoped that a new bridge across the A419 at Great Stall will provide priority for public transport and non-motorised transport.

5.8 Further junction improvements at Greenbridge roundabout, Nythe, Piccadilly and Coate and the White Hart junction will build capacity and maintain journey time reliability on strategic and local road network.

Pedestrian and Cycle Network

5.9 The quality, continuity and directness of pedestrian and cycle routes through the NEV are essential to the success of reducing reliance on the private car.

5.10 The following recommendations are current best practice for active design into the NEV communities.

- All destinations should be connected by a direct, legible and integrated network of walking and cycling routes
- Routes must be safe, well lit, overlooked, welcoming, well maintained, durable and clearly signposted
- Active travel (walking and cycling) should be prioritised over other modes of transport
- Make provision *before* the first occupations

Primary Routes (Serving principal access points)

5.11 Segregated provision alongside primary roads is suitable providing:

- Segregated cycle/pedestrian lanes of 4m, and on both sides of the carriageway to provide bi-directional flow
- Wherever feasible (and subject to Road Safety Audits and Non Motorised User Audits), junction design should give priority to cyclists when crossing a secondary road.

Secondary roads (Providing access to key community facilities)

5.12 Segregated provision alongside secondary roads is suitable providing:

- Segregated cycle/pedestrian lanes to a minimum of 3m, and on both sides of the carriageway to provide bi-directional flow
- Wherever feasible (and subject to Road Safety Audits and Non Motorised User Audits), ensure junction design gives priority to cyclists when crossing a tertiary road (see image below)



Good example from North Swindon (Garsington Drive) of direct cycle track along secondary route crossing the tertiary side road.

Tertiary Roads (Residential Streets)

5.13 No segregated provision is needed on tertiary roads as it is recognised that cyclists can use the carriageway. However, 20mph speed zones should be in place, along with traffic calming measures to encourage motorists to observe the speed limit.

Design that discourages cycling

5.14 Certain design features can serve to make cycling difficult, and make cyclists feel inconvenienced and unwelcome. The following should be avoided in the NEV:

- Signs that tell cyclists to dismount, or that it's the "end of route"
These should not be necessary if the correct infrastructure has been put in place to begin with, as continual, integrated routes will be in place.
- Staggered barriers
Often these aren't navigable by trailers, adapted disability bicycles and some mobility scooters.
- Pedestrian refuges should comply with Manual for Streets 2 and allow sufficient road space, preventing cyclists from being "squeezed" in towards the kerb when cars overtake.
- Staggered pedestrian / cycle crossings
Where possible, pedestrians and cyclists should be able to cross a carriageway in one go, and not have further waiting caused by a second leg.

Safe routes to School

5.15 Particular attention will be paid to the infrastructure in the vicinity around a school, and on routes leading to the school. As part of the strategic pedestrian infrastructure, the footways will be required to be of a higher grade.

Rights of Way

5.16 Strategically designed rights of way will provide attractive access to and through the green infrastructure, using both adopted and non-adopted highway routes. This is key to providing a place where people will want to live and contribute to meeting objectives around the health and well-being agenda.

5.17 The nature of the site layout will produce primary roads connecting the built islands. From a Green Infrastructure stance, this is an opportunity to provide new tree lined routes to increase biodiversity and help combat pollution.

Public Transport Infrastructure

5.18 Public transport will be critical to the delivery of a successful sustainable community at NEV. It is proposed that in the initial build-out of the NEV, existing bus routes will be diverted to serve the first communities to be built ahead of the roll out of the Bus Rapid Transit (BRT), using conventional bus vehicles complemented by supporting highway priority measures.

Bus Routes

5.19 Trip generating land uses should be within 400m walk of a bus stop, and that bus stops are located conveniently and prominently at key leisure, employment and retail sites.

5.20 Pedestrian routes to public transport stops should be paved, direct, signed, obstruction free and well lit from first occupation.

Bus Stops

5.21 All bus stops should contain hard standing, Castle Kerbs (to allow for “kneeling” buses to enhance accessibility) a shelter (to current Clearchannel standards) and casing for service information. Both Thamesdown and Stagecoach have demonstrated an interest in real time information, and infrastructure to support this will enhance the passenger experience. Bus stops should be “real time ready” when installed.

Bus Rapid Transit

5.22 In the longer term, the principal access to sustainable transport will be through the roll out of a Bus Rapid Transit corridor serving NEV and Swindon town centre. The final routing for this service has yet to be confirmed however the vision for this link is to provide a step change in the quality of traditional/conventional bus services, with regular service frequency and enhancements in the vehicle design, particularly the on-board environment such as the provision of Wi-Fi, further legroom and comfortable seating. This target for the service frequency is every 10 minutes once the build out of the NEV is complete.

Car Parking Provision

5.23 The NEV will use SBC's local adopted parking standards, outlined in the 2007 document "Technical Guidance on Parking". At time of writing (2015) the standards are under review, but local standards are currently as follows:

Land Use	Car parking Provision	Visitor Parking Provision
Family dwellings; 5+ bedrooms Up to 4 bedrooms	3 per unit 2 per unit	1 per 5 units
Flats One bedroom only 2+ bedrooms	1 per unit 2 per unit	1 per 5 units
B1 business	1 per 30sqm	n/a
B2 general	1 per 50sqm	n/a
B8 storage and warehousing	1 per 200sqm	n/a

5.24 Allocated parking provision will be "on plot". Visitor bays may be on street, but outside of the vehicle path. A balance will be sought between maintaining 'living streets' that accommodate all modes of travel including parking for cars and ensuring that unattractive, large areas of parking are avoided.

5.25 Parking will be restricted on the primary routes and secondary routes to ensure that there is no impact on the free flow of traffic or jeopardise road safety.

Cycle Parking Provision

5.26 Cycle parking infrastructure will be provided at local centres, employment uses and the residential areas within the scheme. Cycle parking will be provided in line with SBC's cycle parking guidance (2010) which advises that:

- Residential Units should each have 1 cycle space (a garage is considered adequate). These must provide convenient access to the highway network (eg cycle parking to the rear where bicycles need to be brought through the property is NOT adequate).
- Employment development will provide 4 cycle spaces, plus an additional 2 spaces for every 500sqm.
- Education facilities will provide 1 cycle space per 10 pupils / staff members.

5.27 Cycle parking should be covered, and located within 50m of building entrances. Parking will be secured by S106 agreements.

5.28 At local centres, plentiful cycle parking should be installed in convenient, overlooked, central locations.

5.29 All cycle parking should conform to the installation standards set out in the [Swindon Cycle Standard](#).

Car Club Bays

5.30 Co-wheels car club is successfully operating in Swindon town centre, and a development such as NEV provides an ideal opportunity to offer residents an alternative to car ownership, without restricting their need to use a car on occasion. As per the residential travel plan guidance, a car club bay needs to be provided per 500 households. Carplus guidance (and experience from the Swindon town centre cars) suggests that car club bays should be located in a central location, close to facilities with high footfall.

Electric Charging Points

5.31 The growth of electric car ownership is steadily rising and provides benefits to the community of lower emissions and better air quality. To encourage electric car ownership and use, electric charging points should be installed where suitable opportunities exist (eg retail outlets, employers).

5.32 The installation of these can be part of planning discussions surround the land use travel plans.

Table 5.1 – Overview of key sustainable transport infrastructure to support travel planning

Measure	Details	Principals
Internal site layout that is conducive to walking, cycling and public transport use	Master planning and detailed design of the site will be progressed according to current guidance for developers.	High quality urban design that takes account of transport and health objectives, aligns with SBC's Priority 1 and 3, and seeks to achieve living streets with direct walking and cycling routes.
Pedestrian Route Signage	A network of strategic pedestrian routes will be defined and signage provided on these routes.	All street names signed. Strategic pedestrian routes should be signed with consistent names, direction and travel time.
Pedestrian links to public transport	All trip generating land uses within 400m of a bus stop. Key employment, education and retail hubs should have conveniently located stops closer than car parking areas. All pedestrian routes to public transport to be	All dwellings within 400m of a bus stop. High density employment and retails to have excellent accessibility to bus stops. All bus stops to have shelters, hard standing and castle kerbs.

	paved, direct, signed, and well lit	
Cycle Parking	<p>Cycle parking to be provided within 50m of building entrances.</p> <p>Local centres to have plentiful cycle parking.</p> <p>Residential dwellings to be provided with secure cycle parking.</p>	SBC cycle parking standards to apply.
Showers and Changing	Provision of showers and changing areas to enable employees who wish to cycle to work to do so.	Secured through workplace travel plans through the planning process.
Car Club Bays	Provision of dedicated car club bays to enable easy access for members to collect and drop off the car.	One bay per 500 dwellings, sited in a high profile central location.

6) “Soft” Measures

6.1 In addition to the infrastructure measures described above, it is proven that there is an increased likelihood of behaviour change away from the car and onto sustainable travel modes when the “hard” infrastructure measures are complemented by “soft” measures. This section of the framework travel plan describes the “soft” measures that need to be in place for the development to achieve its targets and ensure maximum behaviour change.

It covers:

- Travel plan management
- Measures to encourage Active Travel (walking and cycling)
- Measures to encourage the use of public transport
- Measures to encourage more efficient car use (smarter driving, car sharing and car club)
- Marketing and information provision
- Budget

Travel Plan Management

6.2 An NEV Travel Plan Co-ordinator (TPC) will take overall responsibility for adherence to the framework travel plan, and chair the NEV Travel Plan Group¹. This

¹ The NEV Travel Plan group will consist of the travel plan co-ordinators for each development / land use, plus SBC officers, bus operators, a representative from Swindon BUG and chaired by the NEV TPC. The group will meet 6 monthly for the first three years, then reduced to annually if deemed appropriate.

role will be funded jointly by developers via a S106 contribution. The NEV TPC will be appointed by SBC at least 3 months prior to the first occupation of the site. A list of the TPC's responsibilities is listed in Appendix 4.

6.3 Each residential development will be represented by a residential Travel Plan Coordinator (whether part of the NEV Residential Travel Plan, or independently appointed by a particular developer as part of their own residential travel plan).

6.4 Each employment site that triggers the need for a travel plan (the thresholds are given in the Workplace travel plan guidance at Appendix 3) will need to have a travel plan co-ordinator. As part of the planning conditions, the name and contact details of the occupier TPC will be provided to SBC.

Measures to encourage Active Travel (walking and cycling)

Bicycle user group

6.5 Residents and employees will be encouraged to join a bicycle user group (BUG). This can be a subgroup of the Swindonwide BUG (www.cycleswindon.org.uk) and established initially by the NEV TPC until there are sufficient members to be self-supporting. Details of the BUG will be available in the welcome packs, and on the websites associated with the NEV.

6.6 The BUG will be involved with running quarterly meetings, supported by cycling roadshows to encourage attendance.

Cycling Roadshows

6.7 BUG meetings will be part of the cycling roadshows – held at least twice a year in the community. Local bicycle retailers will be invited to attend to provide free bike safety checks and advise on basic bike maintenance and repair. Alongside this will be free bike security marking, and a prize draw with the opportunity to win cycle related goods.

6.8 Employees at the workplaces within the NEV will be welcome to join the roadshows and BUG.

Borrow a Bike Scheme

6.9 Residents will be given the opportunity to “borrow a bike” for 6 weeks to see whether they enjoy cycling enough to purchase a bike. The scheme is run by Swindon Travel Choices as part of the NEV residential travel plan package.

6.10 Employers can offer the scheme to their employees, either by running a pool bike scheme of their own, or by buying into the Swindon Travel Choices scheme. Costs are included in the budget at 6.7.

Active Swindon Challenge

6.11 The Active Swindon Challenge is an online competition, which runs between May and September each year. Residents and employees can register via the website or app and log the journeys they make by foot, bike or public transport. There are spot prizes each month, team certificates and an overall winner.

6.12 Participants can compete individually or sign up to a team – family, friends, workplace, department or community. The residential and workplace TPCs will be tasked with promoting the challenge and motivating teams.

Measures to encourage the use of public transport

Bus taster tickets

6.13 Each residential household will be able to apply for a free smartcard to try the bus for free. The smartcards will be preloaded with free travel (minimum 6 days) on the most appropriate bus operator, and an application form will be provided within the welcome packs.

6.14 Each workplace should offer employees the chance to try the bus for free. Deals can be negotiated with the individual operators, or developers can join Swindon ravel Choices scheme (costs are outlined in the budget in 6.7)

Bus timetables and information

6.15 Each household will be provided with a bus information pack, containing timetables for the service closest to their home, a fares guide, bus smartcard wallet and maps.

6.16 Workplaces should clearly display bus maps on noticeboards, and ensure current timetables are available to staff. Information shall be available on the related websites for the NEV development.

Measures to encourage more efficient car use (smarter driving, car sharing and car club)

Car Sharing

6.17 Residents and employees will be encouraged to use www.carshareswindon.com (a database through the national company liftshare.com). Free registration and a prize draw will encourage sign ups. If necessary, “private” groups can be set up if there is nervousness within a particular business or local area. The private group option will incur additional costs that will have to be met by the employer. It is also worth noting that private groups can restrict the pool of matches, and be less effective as a result.

6.18 An annual event will be held in each community for residents to meet each other with a view to car sharing. An informal meeting over tea and cake will help strangers make new contacts and discuss potential to share journeys together. Within businesses, TPCs will be responsible for organising similar events within the workplace, especially during National Liftshare Week (October).

Car Club

6.19 Developers will be required to pay a contribution of £10 per dwelling towards the cost of setting up a car club vehicle in the community. One car should be made available for every 500 dwellings.

6.20 To encourage membership, developers will be required to pay a contribution of £25 per dwelling to fund a free membership for one of the occupants. It is

envisioned that the contribution will be sufficient to also cover marketing materials (leaflets etc.) and annual promotional events to demonstrate the car club offer.

6.21 Where there is employment sited near to a car club bay, the NEV TPC will investigate whether corporate use of the car club vehicle is viable.

6.22 The site layout for the NEV will include car parking spaces that are reserved for car club use within each of the neighbourhood centres.

Marketing and information provision

Sales and Marketing

6.23 The NEV TPC will be responsible for training sales staff so that they can promote the positive benefits of sustainable travel to prospective residents at each development.

6.24 Any websites established by house builders will be encouraged to include travel information and details of the travel plan.

Welcome Packs

6.25 Welcome packs will be distributed to every household. As a minimum, the welcome pack will include an introductory leaflet about the travel plan and a bespoke travel guide for the local area, along with the relevant current bus timetable. Residents will also have the opportunity to order the following free information²:

- Swindon Cycle Map
- Local “Get Walking in Swindon” magazine
- “Get Cycling in Swindon” magazine
- Cycling advice leaflets from Swindon Travel Choices
- Information on car sharing
- Information about the car club
- Information about the BUG
- Details and application form for a free Bus smartcard
- Details and application form for the free “Borrow a bike” scheme
- Details of the Swindon Travel Choices website and journey planner
- Contact details and a prize draw entry postcard to collect householders details

6.26 A similar welcome pack should be developed for the employment uses, with information tailored to employees. Developers can buy packs from Swindon Travel Choices; the costs are outlined at 6.7.

Swindon Travel Choices and Journey Planner

6.27 The Swindon Travel Choices website is an existing resource that contains sustainable transport information for residents across the borough. Local pages can be tailored to NEV specific information, reviewed monthly and updated as required. Information on local events and activity can be posted here.

² This list is not exhaustive and can include additional relevant items as the NEV grows.

6.28 The Journey Planner provides details of how to travel from A to B by bus, car, on foot or by bike. Residents and employees will have free access to the journey planner to be able to compare the ease, time, calorie burn and distance of journeys by a range of modes.

Monthly e-newsletter

6.29 By collecting email addresses for residents in the welcome pack, a regular (monthly) targeted NEV newsletter can be distributed by email. The newsletter will drop into inboxes containing upcoming events, campaigns, competitions and information.

Budget

6.30 A travel plan cannot perform and hope to meet its targets without having budget to support the implementation of its measures.

Below is a table of costs involved with running a travel plan. Items marked with an asterix () will be included in a S106 contribution.*

	Workplace Framework TP	NEV Residential TP (see appendix 2)	OR Residential TP
Contribution to NEV TPC (1 FTE)	£50,000*	Costs included in package : £268.40 per dwelling*	£75 per dwelling*
Site TPC (min 0.5 FTE) for 5 years	£100,000*		Developer to appoint
Annual traffic counts for 5 years	£8,400*		£8,400*
To buy into “Swindon Travel Choices” Borrow a bike scheme	£200 per 10 employees ³ * (or developer to operate own scheme)		£50 per dwelling (or developer to operate own scheme)
To buy into “Swindon Travel Choices” Bus taster tickets	£20 per 10 employees* (or developer to operate own scheme)		£20 per dwelling (or developer to operate own scheme)
To buy into “Swindon Travel Choices” Welcome packs	£10 per employee* (or developer to operate own scheme)		£15 per dwelling (or developer to operate own scheme)

³ If end occupier and employee numbers are not known prior to drafting a S106 agreement, it will be possible to negotiate a “cost per m²”. [The HCA employee density guide](#) suggests average employee density rates as follows: B1(a) has 10 m² per FTE, B1(c) has 47m² per FTE, B2 has 36m² per FTE and B8 has 70m² per FTE.

Remedial measures (see 7.8) (Taken as a time bound performance bond in case targets are not hit)	£50 per employee*		£50 per dwelling*
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7) Monitoring and Review

7.1 Monitoring is an important part of any target based strategy. This allows progress towards the outcomes to be understood as implementation progresses. Regular surveys will inform an adaptive learning during the travel plan implementation, and equally, the surveys can be used as awareness raising for the travel plan and the sustainable travel initiatives available to residents and employees.

7.2 Planning, commissioning and overseeing the monitoring is to be undertaken by the NEV Travel Plan Group, with the site wide NEV TPC ensuring that residential and workplace TPCs undertake surveys at the appropriate time.

7.3 Monitoring will be carried out to evaluate progress towards the targets stated in section 4. Therefore, monitoring will be carried out with residential households, workplaces, and external vehicle trips generated by the development.

7.4 Permanent Automatic Traffic Counters (ATCs) should be fitted to all access points to each development parcel, in addition to cycle counters on key cycle network routes (eg Eastern Flyer).

7.5 Monitoring will be carried out at certain trigger points, unique to each development. Table 7.1 below outlines the desired frequency of monitoring for each development.

Table 7.1: Monitoring Schedule

Land Use	Type of survey	Trigger
Residential surveys	Baseline survey	within 6 months of first occupation
	Follow up survey	Annually at the anniversary of the baseline, until 5 years after full occupation.
Workplace Surveys	Baseline survey	within 6 months of first occupation
	Follow up survey	Annually at the anniversary of the baseline, until 5 years after full occupation.
Global development monitoring	External ATC vehicle counts and cycle counts	within 1 year of first occupation, then annually until 5 years after full occupation.
Global development monitoring	Manual counts of pedestrians, cyclists and bus passengers on key junctions (not served by ATCs)	within 1 year of first occupation, then annually until 5 years after full occupation.

7.6 The results of these surveys and statistical analysis will form the basis of discussions with SBC and the NEV Travel Plan Group to examine how the travel plan is achieving the objectives of this framework plan, and to discuss further measures that could be incorporated within the plan to achieve further success.

7.7 The NEV TPC will monitor and review the progress and success of the travel plan and make all users aware of the progress being made. The use of email newsletters to residents and employees will inform them of survey results, presented in relation to targets.

Reporting

7.8 The NEV TPC will be responsible for compiling and providing annual monitoring reports until at least 5 years after full occupation of the development to SBC and Highways England. The reports will set out the latest results of travel surveys against the targets and objectives identified within this framework travel plan. The following information should be included in the reports:

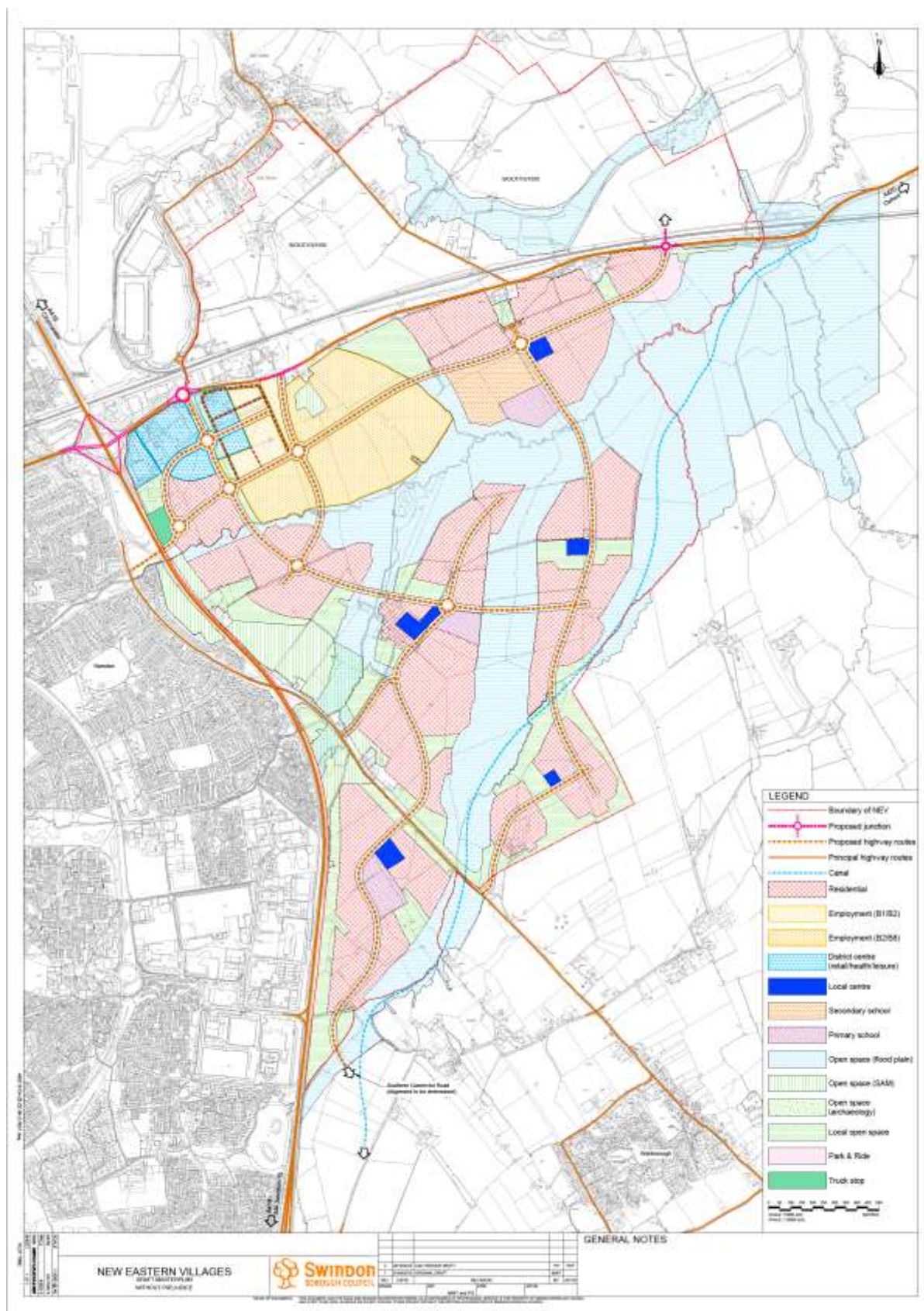
- Recap of the travel plan's objectives, measures and agreed targets
- Progress against the implementation of measures
- Monitoring methodology
- Summary of monitoring results, presented in relation to agreed targets
- Corrective measures to get the plan back on track, if targets are not being met
- Proposals to develop the travel plan further for the future

Remedial Measures

7.9 Should the recorded vehicle levels exceed those in the targets, or the mode share for vehicle driver be too high for the particular land use, remedial measures will be needed. Examples of remedial measures could include – but is not limited to:

- Priority car share spaces for workplaces (if not already provided)
- Intensified PTP with households and / or workplaces
- Additional promotional events (School, community or workplace)
- Creation of walking groups for communities and / or employers
- Cycle training for individuals or households
- Use of video to promote infrastructure, or highlight routes, incentives and interventions
- School safety zones

Appendix 1 - Proposed development layout for NEV



Appendix 2 – NEV Residential Travel Plan

Background

1 There are a significant number of new homes being built in the borough over the next 15 years. In the NEV alone, 8000 homes, along with new schools, retail and employment are planned. As part of any planning application, developers are required to detail how they would promote sustainable travel to new residents in a Residential Travel Plan.

2 Generally these travel plans are a burden for developers and are limited by time, content and area of influence. They are often considered to be ‘toothless’, ineffective and as they are isolated plans with limited reach, they can be expensive, resource heavy and do little to promote sustainable travel initiatives.

3 Each developer could produce their own version of a travel plan, but with a number of developments coming forward as part of Swindon’s growth plans, potentially there could be ten travel plans, all with different content, in the NEV alone.

4 As an alternative to the traditional approach set out above, Swindon Borough Council proposes that a charge be levied on each new residential dwelling, and the council will, in effect, undertake the management of residential travel plans on their behalf.

Benefits of the NEV Residential Travel Plan

5 By buying into the “NEV Residential Travel Plan” the developer is benefitting from the scale of an NEV wide plan rather than creating their own travel plan in silo. An NEV wide travel plan allows for stronger connections to be made between the new development locations and existing communities, as well benefitting from economies of scale with NEV wide schemes, such as a car club and “borrow a bike” scheme. Joining a NEV Residential Travel Plan will allow for consistency over different sites, making it easier for residents to understand schemes and travel more sustainably.

6 This approach enables the council to provide households with the same range and quality of incentives, but with a broader and more comprehensive offer than any developer travel plan would be able to achieve.

What measures are included in the NEV Residential Travel Plan?

7 In 2011, Swindon Borough Council was successful in securing £4.2m from the Local Sustainable Transport Fund, and set up the “Swindon Travel Choices” brand and interventions. Over five years, a range of personalised travel planning (PTP) took place with residents and employees, along with promotion of sustainable transport options via a brand, website and social media. Schemes were developed and refined, working to achieve the objectives of delivering economic growth and reducing congestion through the promotion of sustainable transport options across targeted areas.

8 The NEV Residential Travel Plan builds on the work and success of LSTF funded programme, and utilises its best practice to bring benefits to the new communities. The table below demonstrates measures to be promoted under the NEV Residential Travel Plan:

	What	Benefits gained
Management	Travel plan Co-ordination	Employment of residential travel plan co-ordinator, plus overheads Contribution towards overall NEV TPC
Monitoring	Travel Survey - Baseline	Software licence Adviser time engaging household to gather data
	Travel Survey – Annual snapshot	Software licence (already counted above) Adviser time engaging household to gather data (x 4 years)
	Annual traffic counts (per junction)	Physical trip counts across all modes at the key site and overall development entry and exit points.
Marketing	STC Website (inc community page)	Hosting, maintenance and web development
	STC journey planner (allows residents to plan journeys)	Hosting, maintenance
	Monthly Email newsletter (with local tailored news)	Mailchimp fees. TP Officer time to write (2 hours per newsletter x £30).
	Welcome packs	Local bespoke travel map Swindon Cycle Map Local Get Walking magazine Swindon Cycling magazine Advice leaflets (range) Car share information Details of BUG Details of website / journey planner Car Club information Bus smartcard details and application form
	4 hour transport roadshow event in the community x 2 per year.	Stall of info (costs above), 2 advisers (6 hours @£20ph each), Doctor bike and security marking. Prize draw Giveaways
	Membership of the Active Swindon Challenge	Free registration to challenge website for all residents, ability to compete as local team, opportunity to win prizes. Free use of Android and iOS app.
	Borrow a Bike Scheme	Free use of a bicycle for 4 weeks to “try cycling”. Discount voucher to purchase a bicycle afterwards.

Bus Promotion	Bus pass trial	Week's free pass to "try the bus" for free
	Bus timetable and other information	Pack containing bus maps, times, prices and useful information
Car Club	Membership	1 Free membership per household Marketing materials and demo days
	Contribution towards car	Provision of one car per 500 dwellings
Car Share	Database	Free registration to carshareswindon website for all residents
	Marketing	Annual event for residents to meet other residents with a view to sharing journeys (Hire of venue, tea and cake, 2 advisers) Leaflet about the car share database and Q&A leaflet

What level of funding are developers required to contribute to join the NEV Residential Travel Plan?

9 The level of funding required to join the NEV Residential Travel Plan is **£268.40 per dwelling**. This sum has been calculated by costing up the items listed above over the period of the build out, and dividing between the total number of dwellings. We believe this approach offers a service that generates greater benefits on a NEV basis rather than a piecemeal development with a standalone travel plan.

Is it a compulsory charge?

10 It is the developer's choice whether to join the NEV Residential Travel Plan, or develop their own standalone travel plan.

11 We believe that the "per dwelling" charge is cheaper for the developer than developing their own travel plan due to the economies of scale. Furthermore, the developer will be released from travel planning obligations rather than be tied into monitoring their development over a 5-7 year period.

12 Should the developer not wish to join the NEV Residential Travel Plan, they will need to develop and implement their own travel plan, secured via S106 agreement. Their plan will need to adhere to SBC's residential travel plan guidance and be approved in writing by the SBC travel plan officer.

13 The latest residential travel plan guidance for Swindon can be downloaded at: <http://www.swindontravelchoices.co.uk/projects/swift/guidance.aspx>

Appendix 3 – Workplace Travel Plan guidance

The latest workplace travel plan guidance for Swindon can be downloaded at:
<http://www.swindontravelchoices.co.uk/projects/swift/guidance.aspx>

Appendix 4 – Role of the NEV Travel Plan Co-ordinator

The key tasks of the NEV Travel Plan Coordinator are:

- To lead and manage the development and implementation of the NEV framework travel plan
- To act as a central point of contact for all site occupiers and external stakeholders in relation to the travel plan framework
- To coordinate and manage the NEV Travel Plan Group, ensuring the meetings are held regularly and minutes and actions are communicated to all group members
- To liaise with the individual TPCs to ensure coordination of measures and monitoring to maximise the effectiveness of the travel planning
- To oversee the implementation of schemes and events which encourage walking, cycling and the use of public transport and the car club. This includes the delivery / management / procurement and overseeing of site wide travel plan measures
- To oversee the implementation of the data collection and monitoring strategy set out in section 7
- To regularly review and evaluate the framework travel plan and the operation of the Travel Plan Group, and provide feedback to the planning and highway authorities.
- To prepare progress reports, action plans and budget updates for the travel plan aimed at best meeting its objectives and targets.
- To liaise closely with the SBC Travel Plan Officer
- To take responsibility for raising awareness of and championing sustainable transport

Draft Sustainable Drainage Systems Vision for the New Eastern Villages

Supplementary Planning Document (SPD)

Planning Committee

Date: 12th April 2016

Author: Head of Planning, Regulatory Services and Heritage

Parish / Wards Affected: All, but particularly those in the east of the Borough

Purpose

- To update the Planning Committee on the preparation of the Sustainable Drainage Systems (SuDS) Vision for the New Eastern Villages Supplementary Planning Document (SPD), and
- To seek approval from the Planning Committee for public consultation on the draft SPD.

Recommendation

That the Planning Committee:

1. endorses the draft SuDS Vision for the New Eastern Villages Supplementary Planning Document for a six week public consultation as soon as reasonably practical, in accordance with the arrangements set out in paragraph 8.1 of this report; and
2. authorises the Head of Planning, Regulatory Services and Heritage, in consultation with the Director of Law and Democratic Services to update the draft SPD in accordance with recent national guidance and to make minor changes to the content of the document, if required, prior to carrying out the public consultation.

1 Background & Reason

Local Policy Context

- 1.1 Policy NC3 of the adopted Swindon Borough Local Plan 2026 (Local Plan) allocates a new mixed use development of about 8,000 new homes with associated employment, education, retail and leisure uses to the east of the A419¹, referred to

¹ Including Rowborough and South Marston Village expansion, north of the A420

Further information on the subject of this report can be obtained from Edward Snook, New Eastern Villages Planning Team, Planning Department, Direct Dial 01793 466427, nev@swindon.gov.uk.

Draft Sustainable Drainage Systems Vision for the New Eastern Villages

Supplementary Planning Document (SPD)

Planning Committee

Date: 12th April 2016

as the New Eastern Villages (NEV). Policy NC3 also seeks to ensure the risk of flooding from the development is minimised, both within the development and at existing neighbouring sites, as well as encouraging the use of existing watercourses such as the River Cole, to be utilised as areas of biodiversity.

- 1.2 Policy EN6 of the Local Plan seeks to minimise the risk and impact of flooding through the effective assessment and management of development proposals. Specifically all developments shall be required to provide a drainage strategy. Developments will be expected to incorporate sustainable drainage systems and ensure that run-off rates are attenuated to greenfield run-off rates. Higher (run-off) rates would need to be justified and the risks quantified. In addition, SuDS should seek to enhance water quality and diversity. The Local Plan also makes it clear that for major developments a complete and functional SuDS design should be provided at outline planning application stage, and early engagement with the Council is essential.

National Policy Context

- 1.3 National Planning Policy Framework (NPPF) and the Planning Practice Guidance² (PPG) suggest priority should be given to schemes which uses SuDS and that SuDS should be used unless it can be demonstrated that they would be inappropriate. The SuDS Vision for NEV elaborates on these requirements by providing guidance on how to incorporate SuDS within development proposals to ensure an integrated and sustainable approach to drainage throughout the allocation.
- 1.4 The draft SPD supports the Council's Corporate vision and pledges, the core principles of the Local Plan, and the stated objectives of the NPPF.
- 1.5 Due to the requirements within national and local policy, SuDS can play an important role in flood and pollution prevention, as well as providing environmental and aesthetic value. To ensure a cohesive approach to SuDS across the NEV development, this draft SPD has been produced to inform pre-application discussions and assist with the formulation of masterplans. It also provides guidance on effective design solutions for SuDS schemes to encourage current planning applications to create high-quality sustainable communities.

² Town and Country Planning (Development Management Procedure) (England) Order 2015

Draft Sustainable Drainage Systems Vision for the New Eastern Villages

Supplementary Planning Document (SPD)

Planning Committee

Date: 12th April 2016

2 Detail

- 2.1 Sustainable drainage systems employ drainage techniques which mimic natural drainage to manage water at or near the surface. These techniques are used in series to manage water flow and help treat pollution in a process known as the management train. Each part of the management train contributes to controlling the quantity and quality of water entering the wider environment.
- 2.2 The effective design of drainage for the NEV development will enhance the development, helping to create sustainable, well-designed places where people want to live, work and spend time. In particular the effective design of the drainage within the NEV can help the development to:
- sensitively and positively respond to the existing landscape context, natural and historic assets and the character and identity of the surrounding villages as well as enhancing biodiversity and green infrastructure;
 - create vibrant, attractive places that are functional, durable and capable of adapting to accommodate changing lifestyles in line with sustainable communities;
 - conserve and enhance natural systems, watercourses, biodiversity and landscape settings, including integration with green infrastructure to help mitigate and facilitate adaptation to climate change.
- 2.3 The council commissioned CH2M to produce a draft SuDs Vision which can be found in **Appendix 1** of this report. To enable the draft SPD to be progressed in an expedient manner, an early engagement process was taken to key stakeholders to seek initial views. These stakeholders included Parish Councils; Local Flood Groups; Ward Councillors; Thames Water; Environment Agency; Wilts and Berks Canal Trust; and Developers.
- 2.4 Following the preparation of the initial draft SPD, CIRIA have produced a report updating drainage and flooding guidance. It is the intention of Officers to update the draft SPD to acknowledge and incorporate key aspects of the CIRIA report, prior to the draft SPD going out for public consultation. In order not to delay proceedings with current planning applications and the progression of the NEV; it was considered necessary to bring the SPD to Committee prior to making these amendments. The nature of the update is such that Officers do not consider the changes to materially alter the SPD presented within Appendix 1.
-

Further information on the subject of this report can be obtained from Edward Snook, New Eastern Villages Planning Team, Planning Department, Direct Dial 01793 466427, nev@swindon.gov.uk.

Draft Sustainable Drainage Systems Vision for the New Eastern Villages

Supplementary Planning Document (SPD)

Planning Committee

Date: 12th April 2016

- 2.5 It is important that the views of local residents and businesses are also taken into account in finalising the SPD. Therefore it is proposed to subject the draft SPD to a period of 6 week public consultation.

3 Alternative Options

- 3.1 The Council could delay consultation on the SPD and chose to rely solely on the Local Plan allocation to guide the detailed delivery of the NEV. The Local Plan sets the strategic policy framework for Swindon but this alone is not considered adequate to ensure all aspects of the vision are delivered, managed and secured in a phased and co-ordinated manner.
- 3.2 Delay to the publication and future adoption of the SPD is likely to prejudice the Council's ability to establish a comprehensive planning framework to guide the nature and quality of the development to the detriment of the proper planning of this strategic development. This would result in a missed opportunity to coordinate planning obligations at the strategic and local level and to secure the timely delivery of infrastructure across the development.

4 Implications, Diversity Impact Assessment and Risk Management

Financial and Procurement Implications

- 4.1 The financial implications arising from publishing and consulting on the Draft NEV Planning Obligations SPD are to be met from the Planning budgets for 2016/2017.
- 4.2 The financial implications of coordinating the Council's approach to drainage and flooding at the NEV are significant. Identifying and encouraging the implementation of SuDS in advance of development, will ensure that the Council will not be required to fund additional infrastructure or maintenance costs required by new developments from its own budgets.

Legal and Human Rights Implications

- 4.3 Human rights legislation has been considered in the preparation of this report and it is considered to be compatible with convention rights.
- 4.4 The preparation and adoption of the SPD is a process covered by the Planning and Compulsory Purchase Act 2004 and associated regulations and amendments.

5 All Other Implications (including Staff, Sustainability, Health, Rural, Crime and Disorder)

Further information on the subject of this report can be obtained from Edward Snook, New Eastern Villages Planning Team, Planning Department, Direct Dial 01793 466427, nev@swindon.gov.uk.

Draft Sustainable Drainage Systems Vision for the New Eastern Villages

Supplementary Planning Document (SPD)

Planning Committee

Date: 12th April 2016

- 5.1 There are no immediate staffing implications of such a document, which provide further guidance to Policy NC3 and Policy EN6 in assessing proposals for development at the New Eastern Villages.
- 5.2 The Council has a duty to ensure that the preparation of the SPD is in accordance with the sustainability principles of the National Planning Policy Framework (NPPF).
- 5.3 The draft SPD conforms to the policies in the Local Plan which has already been subject to a Sustainability Appraisal (SA) incorporating SEA and Health Impact Assessment (HIA) to ensure that the impact of proposals can be minimised with the least negative impact possible.

Diversity Impact Assessment

- 5.4 The draft SPD conforms to the policies in the Local Plan which has already undergone a DIA and no negative impacts were predicted.

6 Risk Management

- 6.1 Delaying the process of consultation and eventual adoption of this SPD carries less risk in the short term, but much higher risk over the medium-long term, as it would result in the lack of adequate tools necessary through the Planning System to uphold the detailed aspects of the policy and the Council's strategic objective to deliver sustainable development at the NEV.

7 Consultees

- 7.1 The Board Director, Resources (Section 151 Officer) and Director of Law and Democratic Services (Monitoring Officer) are consulted in respect of all reports.

8 Next Steps

- 8.1 If Planning Committee approve the recommendations of this report, the draft SPD will be made available for public consultation for a period of six weeks as soon as reasonably practical in accordance with the Council's Statement of Community Involvement in Planning. Copies of the draft SPD, and accompanying documents, would be distributed to a wide range of statutory consultees, including Parish Councils. The documents would be made available for inspection at the Civic Offices, at libraries in the Borough, and on the Council's website.
- 8.2 Following completion of the public consultation period, all representations and suggested minor changes by the Council to the Plan will be submitted to a subsequent Planning Committee for adoption under the Planning and Compulsory

Further information on the subject of this report can be obtained from Edward Snook, New Eastern Villages Planning Team, Planning Department, Direct Dial 01793 466427, nev@swindon.gov.uk.

Draft Sustainable Drainage Systems Vision for the New Eastern Villages

Supplementary Planning Document (SPD)

Planning Committee

Date: 12th April 2016

Purchase Act 2004 (as amended). Should the document, as a result of the consultation, need major revision, it will be recommended a revised draft is produced for consultation.

9 Background Papers

9.1 Appendix 1 – SuDs Vision for New Eastern Villages Draft SPD (March 2016)

Swindon Borough Council

SuDS vision for New Eastern Villages

Draft Supplementary Planning Document

www.swindon.gov.uk

April 2016



1 Introduction

1.1 Purpose of this guide

The Swindon Borough Local Plan Policy EN6 states that all developments will be expected to incorporate sustainable drainage systems, and that SuDS should seek to enhance water quality and biodiversity in line with the Water Framework Directive.

This guide has been created for use by developers and their agents to support pre-application discussions and masterplanning for sites within the Swindon New Eastern Villages development area, in line with Local Plan Policy EN6.

The guide sets out:

- The concept underpinning Sustainable Drainage Systems (SuDS)
- The vision for drainage in the New Eastern Villages
- The engagement and approval process
- How SuDS schemes should work in practice
- Design and construction guidelines

1.2 Structure of this guidance

This guide is divided into four sections which together form the SuDS vision for the Swindon New Eastern Villages.

Section 1: Introduction	Outlines the purpose of this guide and provides an overview of Sustainable Drainage Systems (SuDS), their purpose, techniques and management.
Section 2: SuDS vision	An introduction to the New Eastern Villages area outlining the vision for and objectives of drainage for the development. Specifies drainage principles which developers will be expected follow.
Section 3. SuDS design principles and local considerations	Sets out the practical measures by which developers can achieve compliance with the principles set out in section 2, including fundamental requirements, design standards and what is expected from developers.
Section 4. Funding and long term maintenance options	Focusses on the adoption of SuDS to allow long term maintenance, providing information on adoption models, the process for adoption and the acceptance criteria for SuDS approval.

The document is supported by a number of annexes containing further detailed information and referenced throughout.

1.3 Why incorporate SuDS?

It is a requirement of the National Planning Policy Framework (NPPF) (2012) that development should give “priority to the use of sustainable drainage systems” (Paragraph 103) and that:

“New development should only be considered appropriate in areas at risk of flooding if priority has been given to the use of sustainable drainage systems. Additionally, and more widely, when considering major development, as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015, sustainable drainage systems should be provided unless demonstrated to be inappropriate ([Planning Practice Guidance, para 079](#)).”

Sustainable Drainage Systems: what are they?

SuDS are used as an alternative to conventional ways of managing drainage. In new developments they seek to mimic the way rainfall drains in natural systems.

SuDS play a critical role in flood and pollution prevention, add aesthetic and environmental value, and provide attractive natural amenities for the local community.

The Swindon Borough Local Plan Policy EN6 states that all developments will be expected to incorporate sustainable drainage systems, and that SuDS should seek to enhance water quality and biodiversity in line with the Water Framework Directive.

An effectively designed SuDS scheme can provide many additional benefits alongside flood risk management and improved resilience to our changing climate. Successful SuDS enhance the quality

Key requirements of Local Plan and Policy EN6

- A Flood risk assessment will be required for all developments in the New Eastern Villages
- A site specific drainage strategy will be required, and SuDS are expected to manage runoff rates to predevelopment or greenfield rates
- SuDS should seek to enhance water quality and biodiversity
- A complete and functional SuDS design should be provided at Outline application stage, and early engagement with the SBC is essential.

See Policy EN6: Flood risk, and pages 194 – 198 of the adopted Local Plan document.

of life for people living in a community, by increasing the aesthetic, environmental and recreational value of their everyday outdoor spaces. SuDS help to protect local watercourses from pollution and increased discharge as a result of new development, but more than this they can draw the aesthetic and environmental character of those watercourses into the urban fabric, creating cohesion between a development and the landscape within which it sits.

The inclusion of source control measures as an integral part of the open space within a development, to improve capture and slow down the flow of water, can reduce the required end-of-line attenuation volume and thus increase the available space for development. Furthermore, a well-designed SuDS system demonstrates to neighbouring communities that the development has been designed to manage flood risk and reduce the

risk to those communities.

Other benefits of a successful SuDS scheme include:

- Water storage – providing long and short term storage of water during a storm event, ensuring that development does not increase the risk of flooding to downstream areas
- Water reuse – reducing future demand for water by reusing rainfall runoff
- Pollutant treatment – effective treatment of polluted runoff
- Recreation – open space and water features available for leisure activities
- Visual amenity – providing attractive features which enhance the urban landscape
- Biodiversity – increasing the variety of plants and wildlife
- Silt removal – removing suspended sediments in water
- Education – learning opportunities around biodiversity and water management
- Climate change resilience and adaptability – easily changed for additional future capacity
- Reduced maintenance costs

1.4 SuDS techniques

Sustainable drainage systems employ drainage techniques which mimic natural drainage to manage water at or near the surface. These techniques are used in series to manage water flow and help treat pollution in a process known as the management train (see Figure 1). Each part of the management train contributes to controlling the quantity and quality of water entering the wider environment.

Source control measures occur at the beginning of the management train and involve managing surface water runoff as close as possible to where it rains. As such, source control measures are put in place throughout a development, and normally include measures which allow water to percolate through a surface to be stored and slowly released. Techniques include permeable paving, green roofs and bioretention areas.

Conveyance techniques are the next step in the train. These techniques move water through the landscape whilst using vegetation to help clean and filter water as well as slowing its flow. These techniques typically include filter strips and swales.

Infiltration techniques can also be included within the management train. These methods reduce overland flow and help treat runoff by allowing water to soak into the ground. Infiltration techniques can either be specifically designed for that purpose or incorporated into other conveyance and source control techniques. Infiltration depends largely on the ground conditions of the development; initial investigations in Swindon New Eastern Villages indicate that they are unlikely to be suitable for the area due to seasonally high groundwater levels and the underlying geology.

Attenuation features can be located throughout the SuDS management train as ponds, wetlands or normally dry basins that collect and store water before it is released into the environment. Attenuation can also be located as below ground storage, but this does not provide the amenity, biodiversity or pollution control benefits of above ground attenuation.

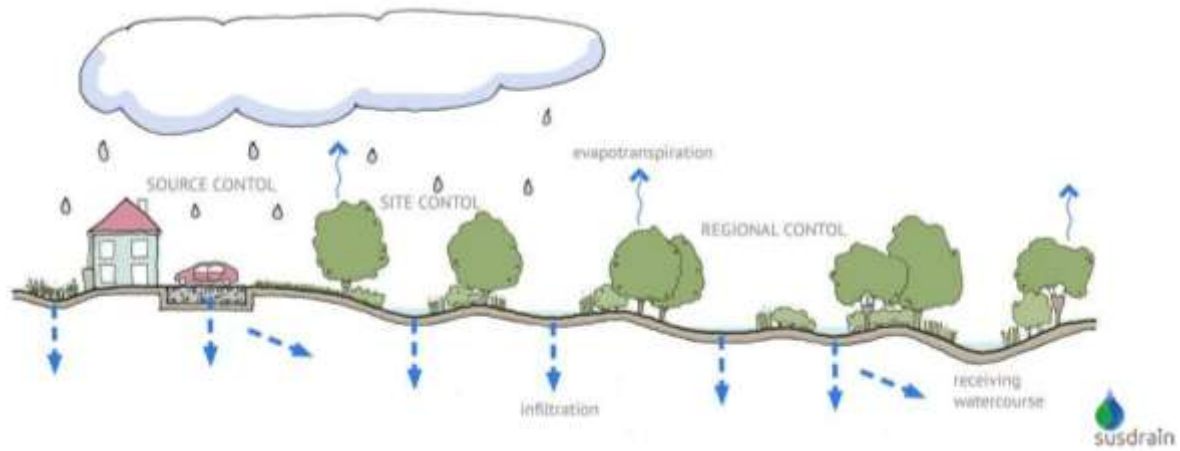


Figure 1 SuDS management train (www.susdrain.org)

1.5 SuDS management areas

The SuDS management train, seen in Figure 1 above, incorporates the principle of dealing with water as locally as possible. To support this principle it can be helpful to divide the development area into SuDS management areas; sub-catchments each with different land uses and drainage characteristics. Water should then be dealt with locally, through source control measure and returned to the water cycle as near to where the rain falls as possible.

Only where water cannot be dealt with locally should excess flows be conveyed to area (site) or regional control such as end of line storage.

2 SuDS vision

2.1 Site location and characteristics

The site of the New Eastern Villages (NEV) development is currently an area of relatively low lying open fields and flood plains. The surrounding countryside is of a high quality with the North Wessex Downs Area of Outstanding Natural Beauty (AONB), a landscape of national importance and a considerable asset, located beyond the site to the south. Topographically, the site is located mainly within the Upper Thames Clay Vale Landscape Character Area (NCA 108), and is an open landscape with gentle undulations and a localised high point at Mount Pleasant Farm. Variations in topography across the area are subtle, enabling long views. The NEV must be sympathetically developed to retain the aesthetic and environmental value of the landscape in which it is set.

The site includes a network of river corridors, streams, brooks and tributaries including the River Cole, Liden Brook, Dorcan Stream and South Marston Brook. These river and stream routes draw meandering paths across the site forming field boundaries and influencing vegetation patterns. As a result, parts of the NEV lie within medium and high risk flood zones as defined by the Environment Agency (Flood zones 2 and 3 respectively). The flood risk zones and river corridors provide an opportunity to extend habitats and green corridors through the site, and the potential biodiversity of these areas must be fully realised.



Figure 2 SuDS swale forming soft boundary of new development (courtesy of SUSDRAIN and CIRIA)

The river corridors running through the NEV provide important habitat for wildlife. Within the NEV the River Cole and its tributaries are established as a County Wildlife Site. The presence of Great Crested Newts has been identified as well as a number of other protected species including those set out in the UK Biodiversity Action Plan (BAP). Maintaining and enhancing the green infrastructure network and associated biodiversity must therefore be a key design consideration for the development. The wider green infrastructure network will include existing watercourses and their



Figure 3 Wetland feature and meadow in new development

associated wetland, and meadows within flood risk zones, as well as more formal open spaces and leisure facilities, woodland and biodiversity areas both within and surrounding the villages. Historic assets will also feature as integral parts of the development. Sympathetically developing the NEV to include consideration and enhancement of existing green spaces and biodiversity, and incorporating Green Infrastructure into the design, will help to define the edges of the individual villages. This will enhance the diversity and individuality of the component parts of the development. It is

important that these open spaces also provide a sense of connectivity across the wider development, so that the New Eastern Villages and their residents are connected through their relationship with and use of the green infrastructure. In addition to providing for leisure activities, connectivity and biodiversity, the large areas of informal green infrastructure space will also perform important flood alleviation and water storage functions.

2.2 Objectives for drainage within the New Eastern Villages development

The effective design of drainage for the New Eastern Villages development will enhance the development, helping to create sustainable, well-designed places where people want to live, work and spend time. The drainage design for the NEV should help the development to:

- be a high quality, sustainable development with strategic infrastructure that benefits Swindon as a whole;
- sensitively and positively respond to the existing landscape context, natural and historic assets and the character and identity of the surrounding villages as well as enhancing biodiversity and green infrastructure;
- comprise new distinct villages with individual identities and characters linked together by green spaces that integrate with the existing urban area and wider landscape setting;
- create vibrant, attractive places that are functional, durable and capable of adapting to accommodate changing lifestyles in line with sustainable communities;
- conserve and enhance natural systems, watercourses, biodiversity and landscape settings, including integration with green infrastructure to help mitigate and facilitate adaptation to climate change;
- encourage walking and cycling within the development and ensure high levels of accessibility and connectivity within and beyond the New Eastern Villages; and,
- enhance the image of Swindon by maximising place-making opportunities particularly around key nodes, gateways and frontages.

SuDS within the NEV should make a positive contribution to the environmental, social and aesthetic character of the development. Integration is key, so that drainage features interact with the urban landscape and blend with the design of buildings and open spaces. Systems which make a feature of water as it is collected and transported can draw people together in communal areas and enhance the quality of life of residents.

2.1 Legislation and policy

The implementation of SuDS is covered by a variety of legislation and policy including European Directives, national legislation, high level Government strategy and local policies. This is supported by extensive guidance which facilitates implementation and develops technical understanding.

Table 2-1 below summarises the main documents and their relevance to principles of the SuDS vision for Swindon Eastern Villages (further details of relevant legislation and guidance are provided in Appendix B). This should not be considered an exhaustive list. In particular, other sources of technical guidance are available which will be useful to all those involved in the design, construction and future maintenance of SuDS.

SuDS vision for New Eastern Villages

Section 2: SuDS vision

Table 2-1: Legislation and policy in relation to the SuDS vision for Swindon Easter Villages

Document(s)	Type	Summary	Relevance to Swindon New Eastern Villages
Land Drainage Act 1991 / Water Resources Act 1991	Legislation	Prior written consent by the Environment Agency is required for any proposed works or structures in, under, over or within 8m of the top of the bank of a Main river.	<ul style="list-style-type: none"> Consent will be required as appropriate. The Environment Agency seeks to avoid culverting and its consent for such works will not normally be granted.
The Water Framework Directive	Legislation	EU legislation designed to improve and integrate the way water bodies are managed throughout Europe.	<ul style="list-style-type: none"> Impacts of changes on water bodies should be mitigated to prevent deterioration of ecological status. SuDS can help achieve this through maintaining natural flow regime and providing water quality improvements to runoff.
The Water Environment Regulations 2003	Legislation	Implements the Water Framework Directive.	
Floods Directive 2007	Legislation	European Commission (Directive on the assessment and management of flood risks) 2007. Member States required to take adequate and coordinated measure to reduce flood risk	<ul style="list-style-type: none"> Take into consideration long term developments, climate change and sustainable land use practices in flood risk management. Regulations outline the roles and responsibilities of authorities in relation to flood risk management.
Flood Risk Regulations 2009	Legislation	Implements the Floods Directive.	
Future Water 2008	Strategy	Sets out Government vision for effective surface water drainage.	<ul style="list-style-type: none"> Strategy includes increased use of SuDS and above ground water management.
Thames Catchment Flood Management Plan 2009	Policy	Established flood risk management policies which deliver sustainable flood risk management for the long term.	<ul style="list-style-type: none"> Consideration of flood risk should inform the location, layout and design of new development.
Flood and Water Management Act 2010	Legislation	Creates a comprehensive risk based regime for managing risk of flooding from all sources.	<ul style="list-style-type: none"> Encourages the uptake of SuDS by removing the automatic right to connect to sewers. Provides for Lead Local Flood Authorities to adopt SuDS for new developments and redevelopments. As an LLFA, Swindon Borough Council will be responsible for approving all surface water drainage systems for new developments within a set of national standards set by the Government as well as specific local standards.
Surface Water Management Plan Technical Guidance 2010	Guidance	Guidance to support Local Authorities to assist them during coordination of local flood risk management activities.	<ul style="list-style-type: none"> Provides information on how to assess flood risk and management/mitigation measures.
Green Infrastructure Strategy for Swindon 2010-26 and Green Infrastructure Framework Guiding Principles (East Swindon) 2013	Policy	Plan to protect existing and create new green infrastructure in the Borough. Provides guiding principles for delivering integrated biodiversity, landscape and recreation resources.	<ul style="list-style-type: none"> Green corridor runs through the north of the Eastern Villages, use of SuDS can help protect and enhance this area. SuDS can be incorporated in landscape planning to create multi-purpose spaces.

SuDS vision for New Eastern Villages

Section 2: SuDS vision

Document(s)	Type	Summary	Relevance to Swindon New Eastern Villages
Building Regulations 2010	Legislation	Specifies how rainwater should be discharged.	<ul style="list-style-type: none"> Specifies priority order of rainwater discharge. SuDS can help achieve this.
National Planning Policy Framework 2012	Policy	Sets out planning policies for England. Seeks to avoid inappropriate development in areas at risk of flooding. Development in areas at higher risk should be made safe without increasing flood risk elsewhere.	<ul style="list-style-type: none"> Swindon Eastern Villages Development should not increase flood risk elsewhere. Requires use of SuDS to be given priority. SuDS should be designed to reduce overall flood risk and to conserve and enhance biodiversity. Layout and form of development should seek to reduce overall flood risk.
National Planning Policy Framework Guidance	Guidance	Need to reduce the overall flood risk through the layout and form of the development and the appropriate application of sustainable drainage systems.	
Ministerial Statement to the House of Commons April 2015 on FWMA implementation	Policy	All new developments should use the recently published National Standards (March 2015), and implement SuDS restricting discharges to greenfield rates (approx.).	SBC as LLFA now a statutory consultee on all planning applications with responsibility to enforce the National Standards. This document is consistent with the National Standards.
Thames River Basin District River Basin Management Plan	Policy	Sets out quality targets for local rivers and water courses and encourages the enhanced use of SuDS.	<ul style="list-style-type: none"> Use of SuDS to improve water quality of runoff should be considered.
Swindon Borough Local Plan 2026	Policy – Local	Main planning policy document for the Borough.	<ul style="list-style-type: none"> Requirement for developments to provide a drainage strategy. Developments expected to incorporate SuDS. Developments to ensure that run-off rates are attenuated to greenfield run-off rates.
The SuDS manual, CIRIA (C697)	Guidance	Best practice guidance on planning, design, construction, operation and maintenance of SuDS to facilitate effective implementation.	<ul style="list-style-type: none"> Provides guidance when considering choice of SuDS in Swindon Eastern Villages.
Swindon Local Flood Risk Management Strategy	Policy and strategy	As LLFA for Swindon Borough, the Council has developed a Local Flood Risk Management Strategy setting out objectives and proposed measures for managing local flood risk within the Borough.	<ul style="list-style-type: none"> Drainage proposals for NEV should comply with the objectives of the LFRMS, in particular: <ul style="list-style-type: none"> Ensure that actions and measures proposed to manage flood risk deliver multiple benefits, including environmental, social and economic
Swindon Water Cycle Study	Study	Undertaken to ensure proposed growth does not adversely impact on the existing water cycle. Uncertainty identified over the capacity of the river systems to accept an increase in treated effluent without causing water quality failures.	<ul style="list-style-type: none"> Use of SuDS to improve water quality of runoff should be considered.
Strategic Flood Risk Assessment Level 1 2008	Study	Evidence base to help locate new development.	<ul style="list-style-type: none"> Allows Swindon Borough Council to: <ul style="list-style-type: none"> Prepare appropriate policies for the management of flood risk

SuDS vision for New Eastern Villages

Section 2: SuDS vision

Document(s)	Type	Summary	Relevance to Swindon New Eastern Villages
			<ul style="list-style-type: none"> ○ Inform the sustainability appraisal so that flood risk is taken account of when considering options ○ Identify the detail required for site specific flood risk assessments ○ Determine the acceptability of flood risk in relation to emergency planning
Design standards and specifications	Standard	All surface water drainage needs to be designed and delivered in accordance with the latest appropriate British and other recognised standards, specifications and guidance documents.	<ul style="list-style-type: none"> • Design and construction of drainage for the NEV should comply with all relevant standards and specifications, including BS8582:2013.
Swindon TRfD	Policy	Defines the process and the standards to be used by third parties considering developments in the Borough	<ul style="list-style-type: none"> • Reference standards and specifications for developments
BS8582:2013: Code of practice for surface water management for development sites	Code of practice	BS 8582 gives recommendations on the planning, design, construction and maintenance of surface water management systems for new developments and redevelopment sites.	<ul style="list-style-type: none"> • Following BS8582:2013 demonstrates that the SuDS strategy complies with best practice

2.2 Key principles of the SuDS vision

A set of principles have been developed to support the SuDS vision for the New Eastern Villages and aid compliance with the legislative and policy requirements. Application of the principles, set out below, will contribute to achievement of the NEV objectives and enable SuDS to make a positive contribution to the environmental, social and aesthetic character of the development.

- Performance (quantity and quality)
 - Protect people and property on the site from flooding
 - Manage frequency, rate and volume of discharges from the development to within greenfield equivalent
 - Ensure the development does not exacerbate flood risk elsewhere
 - Minimise end-of-line storage requirements
 - Design with the future in mind
 - Use 30% uplift on peak rainfall for climate change
 - Maintain or improve water quality
 - Incorporate water re-use
- Visual impact and amenity
 - Integrate with public spaces
 - Link to wider landscape
 - Enhance visual appeal of development
 - Provide amenity for residents and visitors
 - Offer wider community benefits (education, recreation, engagement)
- Biodiversity and ecology
 - Align with green corridors and local habitats
 - Mimic natural drainage paths
 - Deliver biodiversity benefits during operation, and prevent negative impacts during construction
 - Use low impact materials
 - Use existing ditches and maintain existing ordinary watercourse and main river alignment
 - No negative impact on watercourse hydromorphology both during construction and operation
- Health and safety
 - Use shallow gradients, with a maximum of 1:5
 - Avoid very deep or stagnant water
 - Use area appropriate features and designs
 - Provide clear, effective signage
 - Minimise maintenance requirements, and ensure safe access and egress
 - Favour simple, above ground features, and remove the need for specialist machinery for maintenance

2.3 Adapting the principles to the character of each village

Each of the NEV islands will have a distinct identity dictated by its location, housing density and property mix. The types of SuDS appropriate to each island will vary depending predominantly on how they support the character of each development, and site specific constraints.

This section presents summaries of the character of each of the NEV islands with examples of the types of SuDS that would match the character of that island. Further details regarding the types of measures considered appropriate for each island are given in Annex A1 – A6 along with maps of each island.

2.3.1 Great Stall West

Great Stall West lies in the west of the New Eastern Villages and is bounded to the west by the A419 and to the north by the A420. The 71.7 ha development site will be highly visible from the A420 and the A419, so will act as a shop window to the NEV development. Incorporation of visually appealing green infrastructure and SuDS, such as green roof and walls and bioretention cells will help ensure that the front presented to the A420 is attractive and welcoming.

Residential densities in Great Stall West will be among the highest of the NEV development. Apartment blocks are likely to form a proportion of the development in order to achieve the densities required. The types of SuDS used should be suitable for a high density urban environment, making use of 'space saving' options such as green roofs and walls, tree pits or rain gardens, rainwater harvesting and permeable paving. SuDS such as tree pits and linear rain gardens along roads will create attractive streetscapes which will act as strategic gaps in the line of development, drawing the eye into the site making it inviting to passers-by. Roof gardens on apartment blocks create communal outdoor spaces for residents without reducing developable land. Parking spaces should make use of permeable paving with subsurface storage, to which areas unsuitable for such measures (due to higher density traffic) can drain to.

Great Stall West includes a 12 hectare District Centre as well as the main employment allocation for the NEV, so there will be opportunities for the larger roof spaces associated with employment uses to include rainwater harvesting or green roofs, and for permeable paving, filter drains and tree pits to be incorporated in parking or other communal areas.

The flood zone to the south and east of the site as well as a large part to the south of the site lies within a strategic green corridor/ sub regional green infrastructure link. The use of green infrastructure based SuDS (e.g. tree pits, green roofs, swales) throughout the site would serve a dual purpose (thereby reducing land take), contributing to other policy objectives such as creating green corridors and enhancing biodiversity.

2.3.2 Great Stall East

Great Stall East lies in the east of the New Eastern Villages and is bounded to the north by the A420. To the south of Great Stall East lie Lotmead and Lower Lotmead, and to the west lies Great Stall West. Great Stall East is 45.24 ha in area (as per NEV land budget) and naturally drains predominantly to the River Cole which runs along the southern edge of the development area.

Great Stall East will be visible from the A420 as it runs along the northern boundary. These parts of Great Stall East will act as a shop window to the development and it is therefore essential that the

right tone is set through high quality design and materials, and visually appealing green infrastructure and SuDS.

Residential densities in Great Stall East will be among the highest of the New Eastern Villages, ranging from 40 to 50 dwellings per hectare in some parts. Apartment blocks are likely to form a proportion of the development in order to achieve the densities required, and green infrastructure based SuDS can be used to help ensure that the front presented to the A420 is attractive and welcoming. The types of SuDS used in these areas should be suitable for a high density urban environment, making use of 'space saving' options such as green roofs and walls, linear tree pits or rainwater harvesting, rain gardens, and permeable paving. This type of feature will help to create a contemporary and attractive design for this part of the development, whilst offering many wider benefits such as reducing noise and air pollution, regulating building temperatures, providing recreational areas for residents and employees, and making a positive contribution to public health and wellbeing. Tree pits and linear rain gardens within roads and parking areas will create attractive streetscapes which will act as strategic gaps in the line of development, drawing the eye into the site making it inviting to passers-by. Roof gardens on apartment blocks create communal outdoor spaces for residents without reducing developable land, and have been shown to improve community cohesion within a development.

Development density will reduce towards the eastern edge of Great Stall East, and SuDS features which help to soften the urban character will be more appropriate here. Larger scale, above ground conveyance and attenuation SuDS features such as swales, rain gardens and basins will help create connected spaces, enabling the urban design to respond positively to the adjacent parkland and open countryside. These types of SuDS offer opportunities to create multifunctional spaces combining recreation and biodiversity benefits. The north-eastern corner of Great Stall East will form an entry point not only to the New Eastern Villages, but also to Swindon and Wiltshire, and effectively designed SuDS can play a key role here in helping to create an attractive development which is sympathetic to the character of the adjacent green infrastructure.

The flood zone to the south and east of the site as well as a large part of the south of the site lies within a strategic green corridor/ sub regional green infrastructure link. Selection of appropriate SuDS within the green corridor would serve a dual purpose (thereby optimising the land take required), and the use of green infrastructure based SuDS throughout the site would help link the developed area with the green corridor, contributing to other policy objectives such as creating green corridors and enhancing biodiversity.

2.3.3 Upper Lotmead

Upper Lotmead lies in the west of the New Eastern Villages and is bounded to the west by the A419. It lies alongside the historic Roman settlement of Durocornovium which is a scheduled monument. A heritage park, spanning the A419, is intended to help preserve the underground remains of the site. As such the precise boundaries of the Upper Lotmead development area will be determined following a detailed Environment Impact Assessment. This EIA may help to further inform where SuDS can be best used to enhance and preserve the environment of Upper Lotmead.

Upper Lotmead will be a residential development and with the A419 to the west and the employment hub to the north it is likely that the properties will face towards the north east, east and south. The placement and landscaping of shallow attenuation areas in the form of wetland areas would help enhance these vistas.

For this entirely residential development the use of SuDS such as linear tree pits, rain gardens, and permeable paving along residential roads will help to create an attractive living space for residents and offer wider benefits such as reducing noise and air pollution, regulating building temperatures and making a positive contribution to public health and wellbeing.

Nearly all of the Upper Lotmead development lies within a strategic green corridor/ sub regional green infrastructure link. Selection of green infrastructure type SuDS (such as green roofs and tree pits) within the green corridor would serve a dual purpose (thereby optimising the land take required), and their use throughout the site would help link the developed area with the green corridor, contributing to other policy objectives such as creating green corridors and enhancing biodiversity. A tiered swale within a linear green infrastructure corridor could provide a public right of way cycleway, utility corridor alongside storage, conveyance and biodiversity benefits.

2.3.4 Lotmead

Lotmead lies in the centre of the New Eastern Villages. It is likely to be an inwardly looking development, focussed around the Village Centre and primary school. These facilities will not only serve residents of Lotmead but will draw the residents of Upper Lotmead and Lower Lotmead. Attractive, multifunctional SuDS in these publically owned spaces will benefit not only residents of Lotmead but of those from other development areas who make use of the facilities. Rainwater harvesting systems will be appropriate for use on public buildings, and green infrastructure SuDS which enhance visual appeal should be used in communal areas, for example tree pits, green roofs and walls, and rain gardens. Attractive above ground conveyance features such as cascades should also be considered for communal spaces such as public squares. Use of permeable paving with subsurface storage in public open space and car parking facilities will provide benefits with no additional land take.

Strong transport links will be required to link Lotmead to its neighbouring developments and to Great Stall and the A420 in the north. Use of green infrastructure SuDS such as tree pits, linear rain gardens, filter strips, planted channels along roads is recommended to create attractive streetscapes and provide wider benefits including reduction in noise and air pollution resulting from traffic through the development.

With a mixed range of housing the opportunities for SuDS in residential areas are varied. Rain gardens and other green infrastructure SuDS will make residential areas more inviting. Permeable paving can be used for parking bays and other residential hardstanding, whilst roof gardens, collection pools and rainwater planters can be used for higher density apartments to create green outdoor spaces and water features for residents without reducing developable land.

The northern part of Lotmead lies within a strategic green corridor/sub regional green infrastructure link. Given the River Cole to the north and the Education Campus to the north east, this northern section is likely to be more outward facing. Selection of appropriate SuDS within this green corridor will help to maximise views of the area. SuDS in this area should serve a dual purpose (thereby optimising the land take required), and the use of green infrastructure based SuDS throughout the site will help link the developed area with the green corridor, contributing to other policy objectives such as creating green corridors and enhancing biodiversity.

2.3.5 Lower Lotmead

Lower Lotmead will be a small village in the east of the New Eastern Villages. With a rural setting, it will benefit from views along its eastern edge to open countryside and is likely to be an informally structured village with space between properties to make the most of these vistas. Whilst the development is likely to be more outward focussed to make the most of the views across the countryside it is important that the village sits sensitively within its landscape, so that views back towards Lower Lotmead show a gradual transition between the built and rural environment. Use of low profile green infrastructure SuDS such as wetlands and swales will help frame views out of the village, whilst also creating a subtle edge to the urban development; helping to integrate it into the landscape and contributing to other policy objectives such as creating green corridors and enhancing biodiversity. Any parking areas associated with the residential properties should incorporate permeable paving.

Residents of Lower Lotmead will not be served by a village centre or school within the development, but will rely on facilities within Lotmead to the west. Attractive and safe footpaths and cycle links with Lotmead will need to be provided to encourage residents to travel in an environmentally responsible manner to these facilities. Use of SuDS along the length of these will create attractive streetscape and provide wider benefits including reduction in noise and air pollution from neighbouring road links. Elements such as linear rain gardens and permeable paving are encouraged in these areas. A tiered swale within a linear green infrastructure corridor could provide a public right of way cycleway, utility corridor alongside storage, conveyance and biodiversity benefits.

2.3.6 Redlands

Redlands lies on the south east edge of the New Eastern Villages and is bounded to the southwest by the Wanborough Road. Further west lies Foxbridge, to the north west lies Lotmead, and to the North, Lower Lotmead. One of the smaller plots of the development, Redlands is 13.6 ha in area (as per NEV land budget) and naturally drains to the River Cole via channels running to the east of the Lower Lotmead development area.

Located close the village of Wanborough, Redlands will be a small hamlet that should be discrete and sympathetic to the local landscape. The adopted Landscape Character SPD (2004) will help inform a development which respects its proximity to near neighbours, appears naturally settled within its rural landscape and is spacious enough to allow views to the open countryside. Selective use of SuDS will help to enhance the existing landscape setting; using SuDS as part of an appropriate planting regime, following existing field patterns and hedgerows, will help to enhance biodiversity of the area.

Public realm in the form of village squares and greens are expected to be integral to the hamlet's layout and SuDS in these areas can be used to provide several functions in one space thus optimising land use, not only managing surface water, but adding to the distinctive character of the rural hamlet and providing health and wellbeing benefits as well as reducing air pollution and benefitting biodiversity.

Although not directly linked to the strategic green corridor, Redlands is located in a rural setting with views over countryside to the east. The use of green infrastructure based SuDS throughout the site would serve a dual purpose (thereby optimising the land take required), and would help link the developed area with surrounding landscape, softening the edges of the development and helping to

Section 2. Key principles

protect the character and identity of nearby Wanborough, Bishopstone and Bourton. It would thus contribute to other policy objectives such as creating green corridors, enhancing biodiversity and maintaining the non-coalescence zone as defined in Policy NC3.

2.3.7 Foxbridge

Foxbridge lies at the southern tip of the New Eastern Villages. Along its western edge the site is bounded by the A419. As a result of the proximity to this road significant noise attenuation will be required. Incorporation of green infrastructure type SuDS such as tree pits along this eastern edge would complement the existing vegetation, helping with the noise attenuation, improving air quality and creating an attractive divide between the residential development and the road.

The safeguarded route of the Wilts & Berks Canal (see Figure 4) cuts through the development area and once in place will provide a strong identity for the island. Visually linking the canal into SuDS features such as linear rain gardens along streets would strengthen this identity throughout the development. There may be opportunities to physically link the drainage system into the canal, and SBC will consider proposals to do so where supported by Wilts and Berks Canal Trust.

The other key feature of the development is likely to be the primary school. As a building in frequent use, rainwater harvesting is likely to be suitable and could be fed from both roofs and hardstanding.

Green roofs are also encouraged for the school and supporting buildings. Permeable paving should be used for all non-trafficked hardstanding and car parking, and green walls, swales, raingardens, tree pits and planted channels should be incorporated into the landscaping of the area.

Foxbridge is bounded on its eastern sides by a rural landscape and the neighbouring village of Wanborough. Selection of green infrastructure based SuDS, such as rain gardens, green roofs and walls and tree pits, along this eastern edge would serve a dual purpose (thereby optimising the land take required) helping link the developed area with its rural surroundings and contributing to other policy objectives such as creating green corridors and enhancing biodiversity.

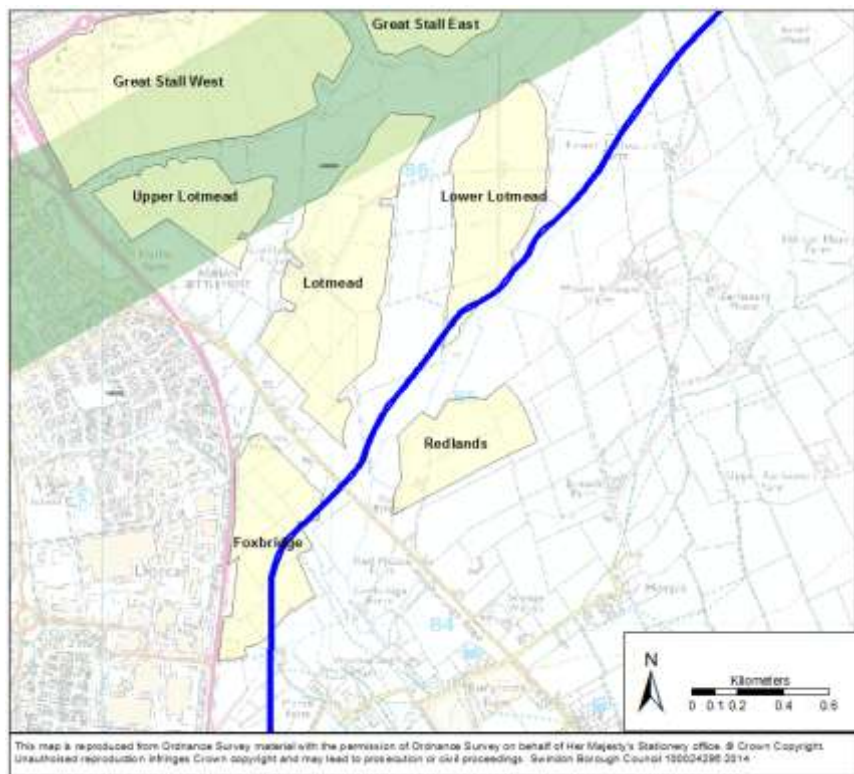


Figure 4 Wilts and Berks Canal safeguarded canal route

3 SuDS design principles and local requirements

This chapter develops the high level SuDS vision and principles established in Chapter 2 by setting out the practical measures by which developers can achieve compliance.

The principles set out here apply specifically to the New Eastern Villages; however, other opportunities for development / redevelopment within the Borough of Swindon are strongly encouraged to follow this approach where practicable.

The SuDS planning and design checklist available from CIRIA C697 provides a simple method for developers to demonstrate at pre-application stage that SuDS principles have been taken into account at the earliest stage of the masterplanning process. It is strongly recommended that the checklist is completed and provided to SBC and key stakeholders as part of the pre-application process.

These principles provide guidance only and the specific requirements for each application will be set out by the appropriate Case Officer, depending on the nature of the proposal.

The SuDS design should provide an effective drainage solution that is fully integrated with, and enhances the character and functionality of, the development which it serves. In order for this to happen drainage must be considered alongside the development planning process from the earliest stage of concept planning. This is a fundamental premise of the SuDS vision for the New Eastern

SuDS should be an integrated component of Masterplans, design frameworks, regulatory plans, design codes and design briefs. The site design process, including the layout and characterisation of its structures and spaces, provides the opportunity and ability to address the sustainable management of water.

The options for, and the layout of, the SuDS scheme should be assessed at the very start of a development project in order to:

- make best use of the topography for routing and storing water;
- maximize opportunities for using space in a multi-functional way;
- enable water storage and conveyance zones to form part of the character of the development;
- provide the greatest opportunity for the drainage system to deliver multiple planning, social and environmental benefits;
- minimise life cycle (including design) costs of the SuDS scheme and development as a whole;
- facilitate the use of the SuDS scheme in supporting future urban adaptability to climate change (Draft BS8582)

The SuDS Manual (CIRIA): SuDS planning and design process (RP992/15)

http://www.susdrain.org/resources/SuDS_Manual.html

Villages.

3.1 Fundamental requirements

Observing the principles outlined in chapter 2 will help to ensure that individual developers' proposals are aligned with SBC's strategic vision for sustainable drainage within the development. Developers submitting applications relating to the Eastern Villages sites will be expected to comply with Policies NC3 (New Eastern Villages – including Rowborough and South Marston Village Expansion) and EN6 (Flood Risk) from the Swindon Local Plan, as well as the requirements of the Swindon Borough Green Infrastructure Strategy.

The drainage design for Swindon NEV must protect people and properties against flooding from all sources; watercourses, overland flows and the drainage system itself.

In accordance with the Swindon Local Plan, no development will be permitted within Flood Zone 2 or 3, with the exception of; essential infrastructure, amenity open space, nature conservation and biodiversity, outdoor sports and recreation and associated essential facilities such as changing rooms. SuDS may be permitted for the drainage of these features within flood zone 2, but these must not be relied upon to provide drainage for any other element of the development. SuDS should be well integrated with the green infrastructure network although (excepting the aforementioned) not located in areas at high or medium risk of flooding (Flood Zones 2 or 3). The necessity to deliver any development within Flood Zones 2 and 3 (including the historic flood map) will need to be fully justified within a Flood Risk Assessment (FRA), and in line with assessments and tests as set out by the NPPF and accompanying Planning Practice Guidance: Flood Risk and Coastal Change.

The drainage system should be designed for the following peak flow rate and volume standards:

Low rainfall: There should be **no discharge from the first 5mm of any rainfall event**. Green roofs and permeable surfaces will be considered to discharge this requirement for roof and road runoff without further analysis. If these options are not applied, the developer's site FRA should indicate how source control measures will retain the 5mm of rainfall will be retained on site, in addition to the other requirements below.

High rainfall: The volume of runoff must not be greater than the greenfield runoff for the 1 in 100 year, 6 hour rainfall event, and the peak flow rate discharged must not be greater than greenfield runoff rate for each of the following:

- 1:1 year rainfall event for all rainfall return periods up to the 1 in 100 year event;
- 1:100 year rainfall event for return periods above the 1 in 100 year event(including climate change)

In complying with these peak flow rate restrictions the critical duration rainfall event for the site drainage must be used in determining the maximum storage volume.

The development is located in an area of low to no infiltration and locally high groundwater levels, so unless local ground investigation proves otherwise it has been assumed that infiltration SuDS features will not play any significant role in the drainage of the NEV. As infiltration will be limited, the long term storage requirement must also be calculated and provided for. Any SuDS strategy that

incorporates infiltration should complete an infiltration assessment checklist as specified in CIRIA C697.

A development design life of 100yrs+ should be assumed for climate change purposes.

Exceedance flows must be considered within the drainage design and masterplans should include clearly marked exceedance flowpaths. Developers must also consider the possibility that their design for surface water may fail and design a backup plan for this eventuality. Overland flow should be routed away from vulnerable areas specified in Flood Risk and Coastal Change Planning Practice Guidance Table 2. For guidance on good practice in designing for exceedance refer to CIRIA report C635 and C738. For acceptable depths and rates of flow refer to FD2320/TR2 'Flood risk assessment for new development phase 2', Environment Agency 2006. Existing surface water or combined sewers within or near a proposal site should not be assumed to have capacity for additional runoff. Developers must demonstrate that they have followed the destination of drainage hierarchy set out below. If the use of existing surface water or combined sewers is considered to be the only practicable option, SBC will require the Developer to demonstrate at application stage that a strategy for providing the necessary capacity has been agreed with Thames Water (or relevant third party where private drainage is present). The discharge into the sewer must still meet the peak discharge rate and volume requirements set out in section 3.1 above for the entire catchment which it serves.

Destination of drainage hierarchy

The following receptors must be considered for surface runoff in order of preference:

1. Discharge by infiltration into the ground
2. Discharge to an open surface water body
3. Discharge to a surface water sewer
4. Discharge to a combined sewer

Discharge to a foul sewer will **not** be permitted, and discharge to combined sewer will **only** be permitted if:

- it can be shown that there are no other practicable options for discharge of surface water runoff
- Thames Water have confirmed that they have capacity within the combined drainage network, and
- It can be demonstrated through modelling that there will be no increase in the frequency or volume of discharge from intermittent storm discharges, or any increase in foul flooding downstream of the development site

If the outfall of any proposed attenuation facility is likely to be submerged in 1% (1:100) rainfall event (to be determined in consultation with the Environment Agency) then within 24 hours of top water level being attained in a 1% (1:100) probability flood event the regulation facility must be capable of storing 80% of the additional run-off arising from a 10% (1:10) probability flood. In

addition, the drainage system should be designed to operate without flooding during a surcharged condition.

Developers must demonstrate that runoff water quality will be controlled to an acceptable standard through a designed SuDS treatment train to protect against potential contamination of watercourses, and the treatment train defined in the SuDS manual must be adhered to. A Water Framework Directive assessment will be required to accompany any application for a flood defence consent or permit for works to ordinary watercourse unless otherwise agreed with SBC (for ordinary watercourses) and the EA (for main river) during pre-application discussions. Developers must also demonstrate that water quality is protected during the construction of the drainage system.

Developers must demonstrate that proposals maximise opportunities to improve the drainage arrangements in the area and reduce the risk of flooding to neighbouring communities where practicable. This is particularly pertinent to proposals on the west of the NEV, where land should be made available to reduce the risk of fluvial flooding in existing residential areas of east Swindon. Opportunities must be thoroughly investigated and unless proved impracticable it must be incorporated into the relevant outline planning application(s) for the NEV.

Developers should demonstrate that the design of any assets likely to be adopted by SBC (or other organisations) has been optimised based on a whole life cost approach and is not operation/maintenance loaded.

Developers must demonstrate that sufficient space has been allowed to provide adequate easement for all future maintenance activities, including asset replacement at the end of the asset life.

All SuDS should be designed and constructed in accordance with the best practice technical guidance provided in BS 8582:2013, Code of practice for surface water management for development sites, and the SuDS Manual (CIRIA C697), in particular:

- Performance – quantity and quality (CIRIA C697 Sections 3.2 and 3.3)
- Visual impact and amenity (CIRIA C697 Section 3.4.3)
- Biodiversity and ecology (CIRIA C697 Section 3.5)
- Health and safety and maintenance (CIRIA C697 Section 3.4.2)

Drainage assets that form part of the highway drainage network must comply with the Department for Transport Design Manual for Roads and Bridges (DMRB)¹, with particular reference to Volume 4, section 2.²

Table 2 summarises how the SuDS vision and expectations set out above should be applied in practice.

Table 2 SuDS design expectations

Surface type	Expectations
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¹ <http://www.standardsforhighways.co.uk/dmr/>

² All drainage assets that form part of the highway drainage network require the written approval of the highway authority at an early stage, and a commuted sum to cover future maintenance of the system will be required. Chapter 4 considers the funding requirements in more detail.

Surface type	Expectations
Residential development (open market and affordable units)	
Roof	<ul style="list-style-type: none"> Property scale rainwater harvesting and green roofs must be considered for multiple occupancy buildings (flats). Rainwater harvesting and green roofs should be considered for all residential properties. If rainwater harvesting is not incorporated, the developer must justify why this is not viable. Where the above is not feasible, rainwater butts should be fitted to all properties with a garden. The size of the water butt should be appropriate for the roof area and the expected occupancy of the house. Dual use wall mounted water butts such as RainCatcher™ are encouraged. Where neither of the above is feasible (e.g. terraced housing with limited or no garden), rain garden planters should be considered to intercept downpipe flows
Hardstanding	<ul style="list-style-type: none"> 100% of car parking area must be drained via a permeable surface, or via overland flow/above ground conveyance to source control features such as bio-retention systems. Access routes will wear more than parking bays. Consideration should be given to draining access routes to permeable parking bays rather than installing permeable paving across whole car parks, to maximise product design life. This will also reduce maintenance costs but still provide the source pollution control benefits. Consideration should be given to using car parks for above ground attenuation in extreme events (flood to less than 200mm depth and above 1 in 30 year). Consideration should also be given to using the collected water for grey water recycling. Should the source control features above not provide enough attenuation, any additional attenuation must be provided within the curtilage of the development parcel, or in adjacent public open space where appropriate. <p>Section 3.3 provides examples of appropriate SuDS that are appropriate for draining areas of hard standing.</p>
Community assets e.g. Local Centre, District Centre, Leisure/Pool, Others (ToysRus), Truck Stop, Park & Ride	
Roofs	<ul style="list-style-type: none"> Rainwater harvesting and greywater recycling for toilet flushing must be considered at all community properties in frequent use where there is regular demand for water, including for example community halls, surgeries and schools. This could include recycling runoff from parking and other hardstanding areas. If rainwater harvesting / greywater recycling is not incorporated, the developer must justify why this is not viable Where available roof area exceeds that required for (usage appropriate) rainwater harvesting, green roofs must be considered for the remainder of the roof area. Where appropriate, SuDS features associated with community assets and public open space can be oversized to provide regional scale SuDS. Should the source control features above not provide enough attenuation, any additional attenuation must be provided within the curtilage of the site, or within any adjacent public open space, provided that it does not negatively impact on

Surface type	Expectations
	the intended use of the public open space.
Hardstanding	<ul style="list-style-type: none"> • 100% of car park area must be drained via a permeable surface, or via overland flow/above ground conveyance to source control features such as bio-retention systems • Access routes will wear more than parking bays. Consideration should be given to draining access routes to permeable parking bays rather than installing permeable paving across whole car parks to maximise product design life. This will also reduce maintenance costs but still provide the source pollution control benefits. • Consideration should be given to using car parks for above ground attenuation in extreme events (flood to less than 200mm depth and above 1 in 30 year or 1 in 100 year + cc event). • Consideration should also be given to using the collected water for grey water recycling. • Should the source control features above not provide enough attenuation, any additional attenuation must be provided within the curtilage of the site, or within any adjacent public open space. <p>Section 3.3 provides examples of appropriate SuDS that are appropriate for draining areas of hard standing.</p>
Commercial (e.g. warehousing)	
Roofs	<ul style="list-style-type: none"> • Rainwater harvesting and greywater recycling for toilet flushing must be considered at all commercial properties in frequent use where there is regular demand for water, including for example offices, or a logistics sites with a large demand for water for vehicle washing. This could include recycling runoff from parking and other hardstanding areas. If rainwater harvesting / greywater recycling is not incorporated, the developer must justify why this is not viable. • Where available roof area exceeds that required for (usage appropriate) rainwater harvesting, green roofs must be considered for the remainder of the roof area. • Should the source control features above not provide enough attenuation, any additional attenuation required must be provided within the curtilage of the site.
Hardstanding	<ul style="list-style-type: none"> • Permeable paving should be used wherever vehicle loadings permit. It is for the developer to determine appropriate loading standards for the employment land, and demonstrate why permeable paving has not been used. • Consideration should also be given to using car parks for above ground attenuation in extreme events (flood to less than 200mm depth and above 1 in 30 year or 1 in 100 year + cc event). • Consideration should also be given to using the collected water for grey water recycling. • Where permeable paving is not possible runoff must be drained via overland flow/conveyance, or shallow channel systems (eg permachannel) to source control features such as bio-retention systems. • Should the source control features above not provide enough attenuation, any additional attenuation required must be provided within the curtilage of the site. <p>Section 3.3 provides examples of appropriate SuDS that are appropriate for draining</p>

Surface type	Expectations
	areas of hard standing.
Other surface runoff	
Lightly trafficked roads (e.g. cul-de-sacs, small residential roads, courtyards)	<ul style="list-style-type: none"> • Must drain to green spaces adjacent to highway (source control using swales and filter strips or profile roads to planted shrub tree areas/bioretention areas) or permeable paving where light traffic roads make it feasible. Over the edge drainage is preferred, although special consideration should be given at low points, or flat areas to ensure highway flooding does not occur. <p>Section 3.3 provides examples of appropriate SuDS for highway drainage.</p>
Public rights of way	<ul style="list-style-type: none"> • Public rights of way and cycle routes should be drained over the edge wherever feasible, without collecting flows. Over the edge drainage is preferred, although special consideration should be given at low points, or flat areas to ensure highway flooding does not occur. <p>Section 3.3 provides examples of appropriate SuDS for highway drainage.</p>
Other public highway	<ul style="list-style-type: none"> • Must discharge to an overland conveyance system, with an appropriate treatment train • Multiple dispersed attenuation features located close to source should be used in preference to a single end of system attenuation pond. • Swales adjacent to highway. <p>Section 3.3 provides examples of appropriate SuDS for highway drainage.</p>
Car parks – public / communal parking areas	<ul style="list-style-type: none"> • 100% of car park area must be drained via a permeable surface, or via overland flow/above ground conveyance to source control features such as bio-retention systems • Access routes will wear more than parking bays. Consideration should be given to draining access routes to permeable parking bays rather than installing permeable paving across whole car parks to maximise product design life. This will also reduce maintenance costs but still provide the source pollution control benefits. • Consideration should be given to using car parks for above ground attenuation in extreme events (flood to less than 200mm depth and above 1 in 30 year or 1 in 100 year + cc event). • Consideration should also be given to using the collected water for grey water recycling (e.g. for toilet flushing within nearby buildings). <p>Section 3.3 provides examples of appropriate SuDS for highway drainage.</p>
Public open space	<ul style="list-style-type: none"> • 100% of public open space must be drained via a permeable surface, or via overland flow/above ground conveyance to source control features such as bio-retention systems • Consideration should also be given to using public open space for above ground attenuation in extreme events (flood to less than 200mm depth and above 1 in 30 year or 1 in 100 year + cc event). • Consideration can be given to using public open space to drain surrounding impermeable areas, subject to the SuDS being designed to provide amenity and recreational value, and ensuring suitable access to any SuDS feature claimed as public open space. • SuDS should be designed as an integral part of the public open space and

Surface type	Expectations
	<p>preference should be given to drainage features which positively contribute to amenity, biodiversity and aesthetic value.</p> <ul style="list-style-type: none"> • SuDS that provide a shallow waterplay area should be considered as part of Swindon Local Landscape areas for play (as defined in Appendix3 of the SBC Local Plan 2026), subject to an appropriate SuDS treatment train upstream of the play area. <p>Section 3.4 provides examples of appropriate SuDS in public open space.</p>
Underpasses	<ul style="list-style-type: none"> • The drainage of any underpasses must be designed to prevent flooding in all rainfall events up to a 1 in 100 plus climate change event.
Flood zones	
Flood zone 3	<p>Flood zone 3, where it is outside the extent of the normal wetted river channel, is suitable for the following uses:</p> <ul style="list-style-type: none"> • Open bridge parapets • Natural wetlands and conservation areas used to provide additional treatment for runoff from SuDS outfalls
Flood zone 2	<p>Flood Zone 2 where it is outside the 100yr + climate change flood extent is suitable for the following uses:</p> <ul style="list-style-type: none"> • Public rights of way and cycle paths, subject to them being adequately drained to prevent waterlogging in normal weather conditions • Compensatory flood storage for loss of floodplain due to bridge structures located within the 100yr + climate change floodplain

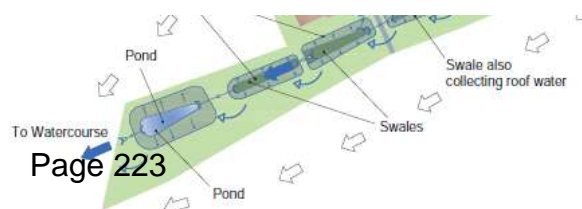
3.2 Integrating SuDS into the built environment

SuDS within the NEV should make a positive contribution to the environmental, social and aesthetic character of the development. Integration is key, so that drainage features interact with the urban landscape and blend with the design of buildings and open spaces. Systems which make a feature of water as it is collected and transported can draw people together in communal areas and enhance the quality of life of residents.

Many features of new developments can be designed to provide a SuDS function in addition to their primary purpose. For this to be effective



Figure 5 Watercourse delineating a row of properties



though, SuDS must be considered at the earliest possible stage in materplanning. If planned from the outset, much of the highway and green space can also provide a drainage role. Figure 5 shows how an urban watercourse can be integrated into a new development, providing conveyance, biodiversity, water quality and amenity benefits.

Figure 6 shows an example development parcel, highlighting how SuDS can be successfully integrated into the urban environment when masterplanned at an early stage.

3.2.1 Missed opportunities

The examples below show how a poorly designed development fails to make use of opportunities for integrating SuDS into the built environment. Figure 7 shows raised a development with grass verges above the road and property level. If these verges had been lowered below the property and highway level, it would have been possible to integrate the drainage into the grass verges to provide improved amenity, water quality and biodiversity. This is shown as an artist's impression in the second image.

Figure 6 Integrated SuDS masterplan

Figure 8 shows a watermeadow and amenity pond. The watermeadow and pond provide significant amenity and biodiversity benefit, but have not been designed to provide a drainage function.



Figure 7 Missed opportunity: SuDS potential in general green space



Figure 8 Missed opportunity: pond

Figure 8 shows a watermeadow and amenity pond. The watermeadow and pond provide significant amenity and biodiversity benefit, but have not been designed to provide a drainage function.

Figure 9 shows a new development with a stone channel along the public highway between the pavement and the road. This discharges into a gully pot on a positive drainage system. The continuation of the strip of land that the stone channel is within becomes a grass verge further down the road. This stone channel could have provided as an underdrained swale within a grass verge, providing water quality and visual amenity benefits over the as constructed system.



Figure 9 Over the edge paved swale

Figure 10 below shows a filter drain along the edge of a highway. The filter drain provides drainage for the open space and embankment to the right of the drain, but provides no drainage for the highway itself, which drains to a positive drainage system. The filter drain could have been designed to drain the highway as well, removing or reducing the need for a conventional positive drainage in this location.

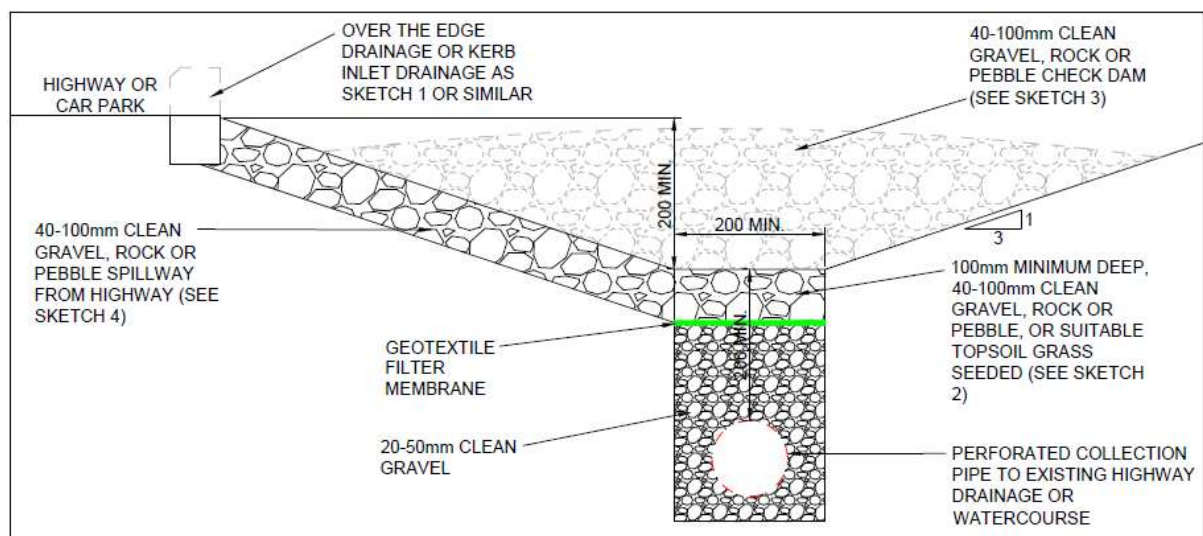


Figure 10 Filter drain not providing drainage for highway

3.3 SuDS, highway drainage and car park drainage

Wherever possible, highway drainage should be provided via underdrained shallow swales with check dams and filter strips. Where groundwater levels are known to be historically high, then the swales will need to be lined to prevent groundwater ingress. Figure 11 shows a cross section detailing SBC's requirements for swales.

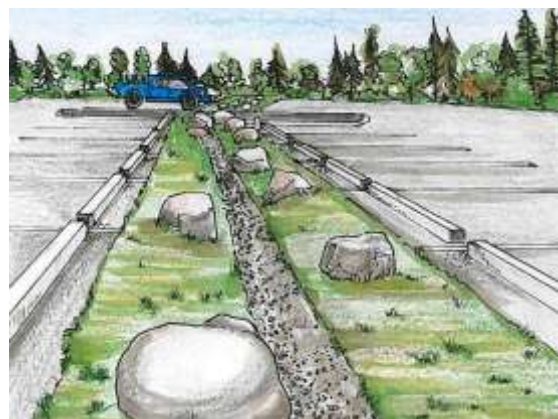
Section 3. SuDS design principles and local requirements



Sketch 1



Sketch 2



Sketch 3



Sketch 4

Figure 11 Example swale detail

Where hard edges are required for the public highway, over the edge drainage into swales is preferred to raised kerbs. Figure 12 shows an example of block paved edging strips being used to provide over the edge drainage.



Figure 12 Inlet Kerb providing over the edge drainage

Where raised kerbs are essential for the separation of traffic and pedestrians/cyclists, then appropriately spaced drop kerbs should be used to provide an inlet into the swale. Figure 13 below shows an example of where drop kerbs are used to provide a simple inlet into the roadside swale.



Figure 13 Use of drop kerb to provide inlet

For public highways in a more rural setting, soft edges with over the edge drainage into swales will be appropriate. Figure 14 shows an example of over the edge drainage on a soft verge.



Figure 14 Over the edge drainage on a soft verge

SuDS can be designed as traffic calming features as an integral part of the highway's design, and this is encouraged. Figure 15 below shows examples of bioretention cells and raingardens providing a traffic calming benefit.



Figure 15 SuDS as traffic calming

Roof drainage from residential properties will be permitted into swales draining the highway, subject the roof drainage draining over or through permeable paving. Wherever possible roof drainage should be kept on or near the surface to facilitate it draining into swales and filter strips, as shown in Figure 16.

Alternatively roof drainage can be drained into linear raingardens as shown in Figure 17.



to

Figure 16 Roof drainage onto permeable paving (courtesy of SusDrain)

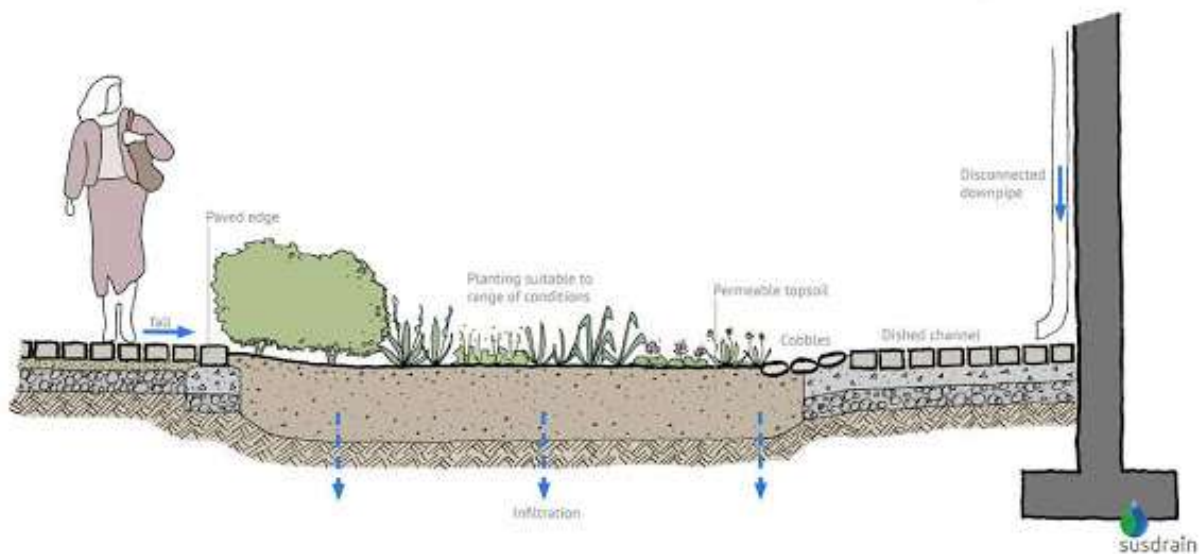


Figure 17 Drainage into linear raingardens (courtesy of SusDrain)

Section 3. SuDS design principles and local requirements

Bioretention cells, swales and shallow attenuation areas providing highway drainage can form part of public open space, if appropriately designed to allow the feature to provide an amenity or recreational purpose. The figures below (18 and 19) are examples where highway drainage has been or could be configured to provide multifunctional benefits. Such features can also form part of the green infrastructure (GI) network where they are designed to provide biodiversity benefits.



Figure 18 Example of regional scale swale with concrete channel. This channel could be configured to be a public footpath or cyclepath.



Figure 19 Example of roadside bioretention cell providing biodiversity benefits.

3.4 SuDS and public open space

Flood zone 2 in the New Eastern Villages can be used for outdoor sports facilities and general recreational areas, although developers will need to ensure that the surface will be available for its intended purpose in most conditions and that waterlogging of the surface does not detract from its intended recreational purpose. Should underdrainage be required to meet this requirement, downstream attenuation must be provided to ensure no increase in rate of discharge to the watercourse. The banks of any storage area must be no greater than 1:5, and there should be a graduated transition from horizontal to the bank for maintenance reasons. “A good example is shown in Figure 20 below, which comprises a playing fields in Witney, which has a secondary purpose as surface water flood attenuation.”



Figure 20 Use of Major open space as flood storage

Outdoor sports facilities, Local open spaces and Major open spaces can be used to provide shallow surface water attenuation storage for rainfall events greater than the 1 in 30. Developers will need to ensure that surface will be available in most conditions and demonstrate that waterlogging of the surface does not detract from its intended recreational purpose. Gravel underdrainage can be used to meet this requirement, although if high groundwater conditions are present, then the underdrainage must be lined with a waterproof membrane, as shown in Figure 21 below³.



Figure 21 SuDS and recreational areas

If a horizontal playing surface is not required, appropriately spaced shallow underdrained swales would be appropriate, as shown in Figure 20 below

³ Where a surface is intended to be a formal sports surface, Sport England guidance should be followed: <http://www.sportengland.org/media/30865/Natural-turf-for-sport.pdf>

Section 3. SuDS design principles and local requirements

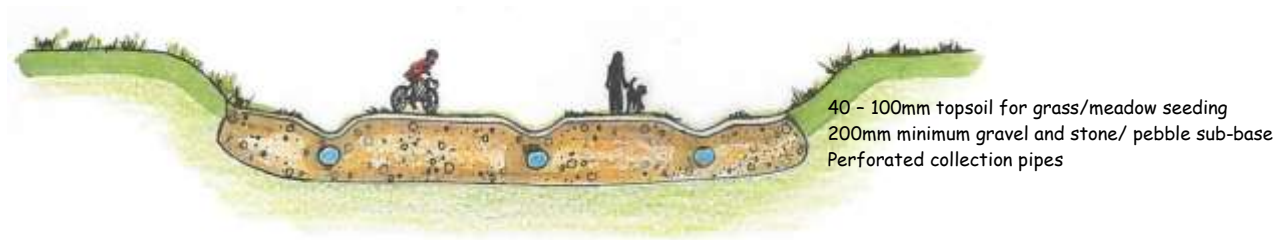


Figure 22 Swales in public open space

Shallow waterplay features, as shown in Figure 23 below are encouraged for Swindon Local landscaped area for play, subject to any highway drainage upstream of the play area having drained through at least three treatment stages, and roof and permeable area runoff having passed through at least one treatment stage.

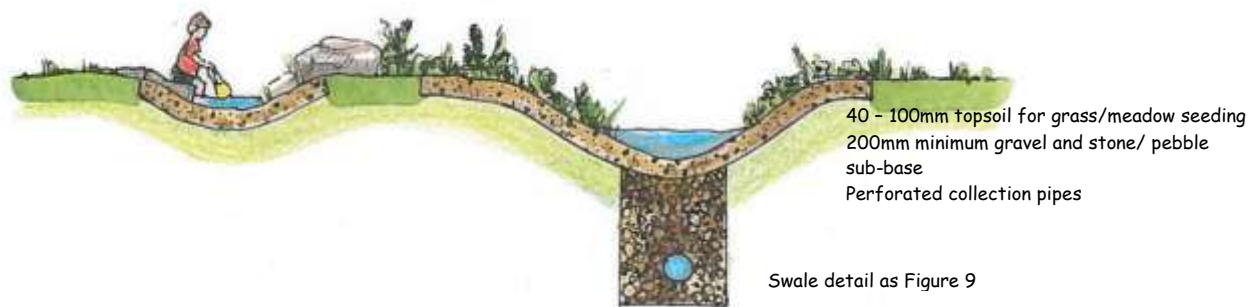


Figure 23 SuDS and waterplay

The planting of any open space drainage features should be considered at an early stage in the masterplanning process. Where the feature is to provide a recreational use function, then a grassed underdrained surface will be required, and the design should ensure access for sit-on grass cutters. If the feature is in general open space and not required to provide a recreational function, the area could be seeded with a more natural meadow mix requiring less or no cutting.



Figure 24 swale/urban watercourse with natural planting providing green infrastructure corridor

Car parking for public open space and community buildings must use permeable surfaces. Where appropriate for the use type, informal surfaces and drainage will be acceptable. Figure 23 shows



railway sleepers and gravel drainage being used for car parking in a country park.

Figure 25 Gravel permeable drainage for low use public parking in country park

The use of source control features should significantly reduce the volume of regional scale attenuation required. However, where regional scale attenuation features are required, these can be provided within the public open space, subject to the features being designed only operate in a greater than 1 in 30 year return period event, and subject to them providing visual or recreational amenity value. Figures 26 and 27 below shows examples of new developments where detention ponds or retention basins have been designed to provide amenity value.



Figure 26 Regional scale wetland area providing visual amenity, water quality and biodiversity benefits adjacent to major public open space area.



Figure 27 Regional scale detention basin providing visual amenity, water quality and biodiversity benefits, with public right of way along bank area.

3.5 SuDS design assessment and approval process

The flow charts below (Figures 28 and 29) illustrate the assessment and approval process for SuDS within NEV.

Developers submitting applications relating to the NEV will be expected to comply with Policies NC3 and EN6 from the Swindon Local Plan, as well as the requirements of the Swindon Borough Green Infrastructure Strategy. All SuDS should be designed in accordance with the best practice technical guidance set in CIRIA C697. The developer must demonstrate adequate consideration of the following matters⁴.

Use of the scheme design assessment checklist provided in CIRIA C697 will help developers to demonstrate that the scheme has been designed according to best practice, and assist the regulator and statutory consultees assess the application. It is strongly recommended that this checklist is submitted with the outline

- Available area for surface water management measures
- Hydrogeology of the site

⁴ If SBC and other relevant authorities deem that adequate investigation has been undertaken and the evidence provided shows that it is not reasonably practicable to comply with a specific requirement of this guidance, then an alternative agreement may be reached.

- Biodiversity characteristics of the site
- Proximity of appropriate receptors (watercourse/surface water sewer in accordance with the sustainable drainage hierarchy)
- Conveyance and exceedance routes to appropriate receptor(s)
- Requirement for easements for drainage routes across third party land
- Capacity within existing drainage systems
- Location of development and drainage features in relation to flood zones
- The SuDS management train
- Water quality

Developers must obtain consent from the Environment Agency for any structures in, under, over or within 8 metres of main rivers, and from SBC for any structures (bridges, outfalls, channel modifications) which have the potential to affect the flow in an ordinary watercourse (refer to Local Flood Risk Management Strategy on www.swindon.gov.uk/localfloodrisk for more information).

Developers should demonstrate that adequate SuDS treatment stages have been provided to ensure water quality of receiving waters.

Developers should demonstrate that any required Third Party drainage consents have been approved in principle.

Developers should demonstrate that adequate easements have been made for all future maintenance requirements (including replacement at the end of the assets life).

Developers will be expected to provide full details of any drainage assets associated with their proposal for inclusion on the LLFA flood risk asset register. The data should be provided to the level of detail specified in HD43/04 and provided in an open data format.

Developers should demonstrate that the design of all assets has been optimised based on a whole life cost approach and is not operation/maintenance loaded. This is particularly important for assets that will be adopted.

Section 3. SuDS design principles and local requirements

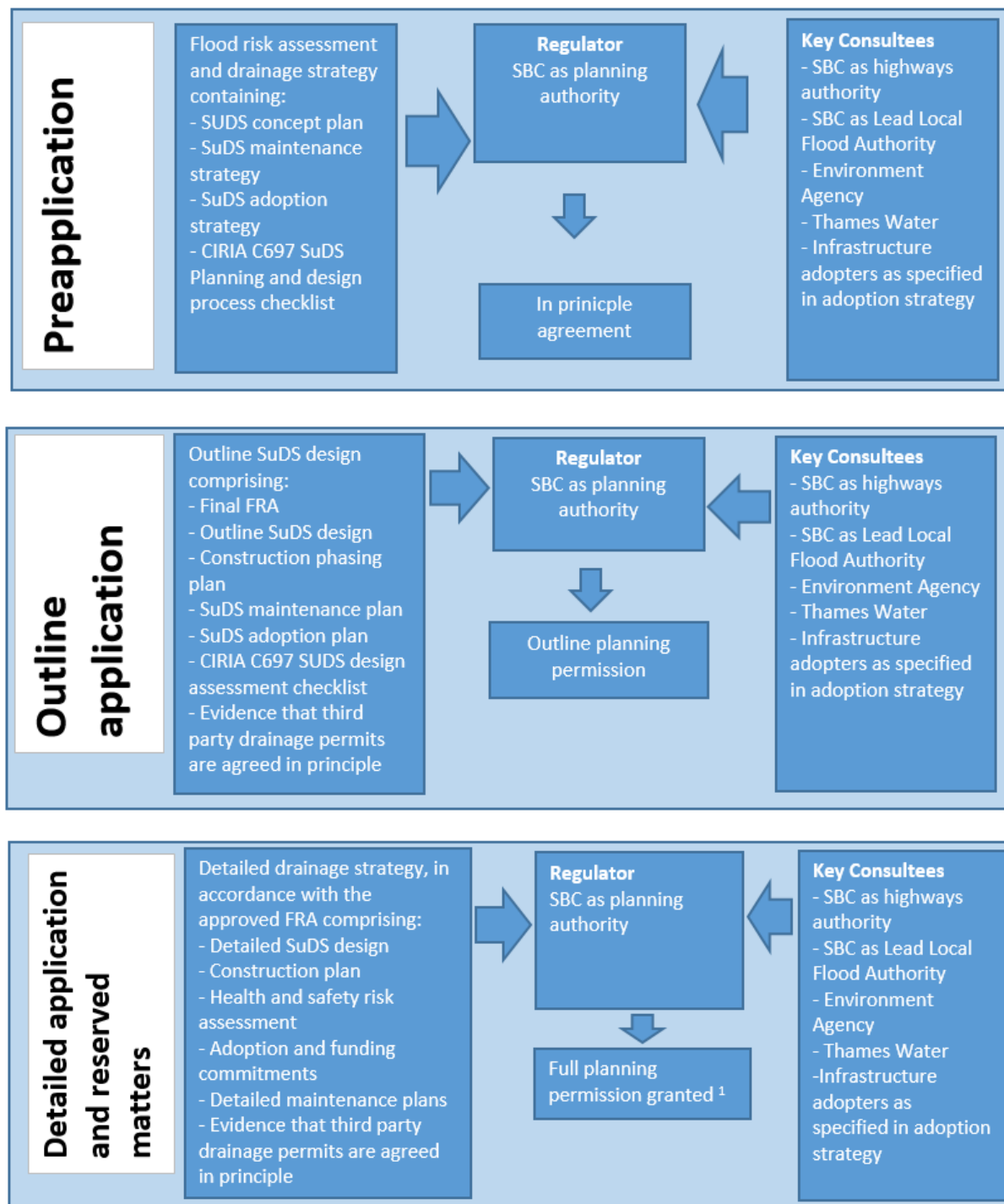


Figure 28 SuDS and planning approval process

(1) If conditional consent is given, then all conditions relating to the drainage strategy or flood risk assessment should be discharged before preconstruction permits or technical approval are sought.

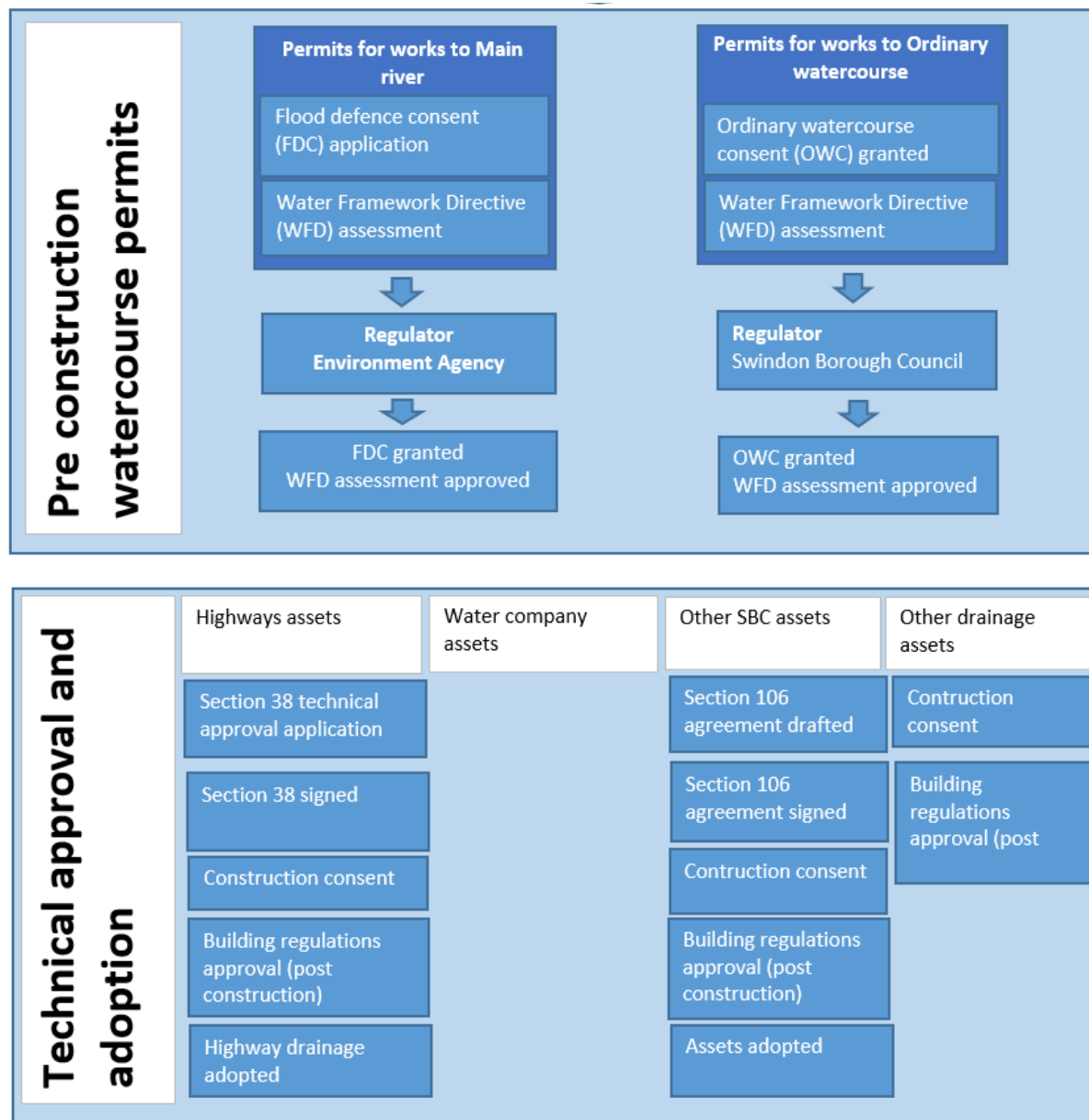


Figure 29 SuDS Permits and technical approvals

Maintenance plans should be prepared in accordance with the SuDS manual (http://www.susdrain.org/resources/SuDS_Manual.html). In particular they should:

- Demonstrate how the features have been designed to promote use of the open space.
- Describe how the scale and frequency of maintenance activities has been balanced with the ability of the public to enjoy the open spaces and the promotion of biodiversity.
- State how the design and maintenance regime has been designed to preserve the performance of SuDS features with the minimum amount of intervention.
- Reflect changes to the site environment throughout the phases of construction and occupation.

Section 3. SuDS design principles and local requirements

- Indicate how maintenance personnel, plant and equipment may safely access the features and carry out maintenance activities.
- Advise how the occupiers of properties will be made aware of the SuDS design and requirement for maintenance.

The completion of the SuDS Manual maintenance plan checklist and the adoption handover checklist (for adoptable assets) is strongly recommended for all assets, and required for adoptable assets.

Construction plans should be prepared in accordance with the SuDS Manual (http://www.susdrain.org/resources/SuDS_Manual.html). In particular they should:

- Advise how the SuDS features will be monitored and maintained throughout the construction and stabilisation process.
- Advise how construction activities will be phased to limit the amount of sediment and pollutants.
- Identify areas where construction activities are prohibited to preserve existing biodiversity and maintain the performance of SuDS features.
- Provide a contingency plan of how the SuDS features will be protected and remediated in the event of environmental incidents.

The completion of the SuDS Manual construction checklist is strongly recommended for all assets, and required for adoptable assets.

3.6 Design standards

3.6.1 Highway drainage assets

Drainage assets that form part of the highway drainage network must comply with the Department for Transport Design Manual for Roads and Bridges (DMRB)⁵, with particular reference to Volume 4, section 2.

A satisfactory system of drainage must be provided for the collection and disposal of surface water from all areas to be adopted by the highway authority within the development area. Due to the hydromorphology of the NEV, highway drainage must be kept on or near the surface.

It is absolutely essential that the means of disposal of surface water be investigated with the highway authority at the preliminary stage of all development schemes. It cannot be assumed that permission will automatically be granted by the Highway Authority for connection to the existing highway drainage system within adjacent maintained roads.

Use of the design checklists for each of the SuDS components provided in CIRIA C697 will help developers to demonstrate that the scheme has been designed according to best practice, and assist the regulator and statutory consultees assess the application. It is strongly recommended that these checklist is submitted with the detailed planning application, or as part of the technical approval process.

⁵ <http://www.standardsforhighways.co.uk/dmr/>

The developer is required to make adequate and satisfactory outfall arrangements for his development in accordance with this document.

SuDS features must comply with the requirements of DMRB where they are to be used for highway drainage. By way of examples as to the flexibility of this approach the following are considered suitable as potential outfalls for a highway drainage system:

- Watercourses
- Swales/basins
- Existing highway drains
- Existing public surface water sewers

All of the above systems require the written approval of the Highway Authority at an early stage, and a commuted sum to cover future maintenance of the system will be required. Chapter 4 considers the funding requirements in more detail.

Swindon Borough Council's current position with respect to adoption of SuDS infrastructure is that only highways drainage infrastructure will be adopted. A well designed SuDS concept would rely on roadside swales and permeable paving as part of the highways drainage infrastructure, and it is likely that these features would also be used to drain runoff from non-highways assets.

Any SuDS features offered for adoption by SBC under Section 38 must be accompanied by the relevant component checklist from CIRIA C697. Where SuDS components will not be adopted by SBC, but drain into assets to be adopted by SBC, the component design checklist must also be included in the section 38 approval for those components.

If, by negotiation, non-highways assets are to be adopted by SBC through Section 106 negotiations, these must be accompanied by the relevant component checklist from CIRIA C697, and a commuted sum to cover future maintenance of the system will be required.

The Swindon transport requirements for new development (TrFD) document is currently being updated, and is due for publication later in 2015. This document will provide further guidance on standards for highways assets.

4 Funding and long term maintenance options

4.1 Why adoption is important?

The adoption of SuDS is important for their continuing effective function and purpose. Appropriate adoption approaches will:

- Provide for long term maintenance
- Identify and secure clear lines of responsibility
- Ensure design standards are met and maintained
- Support public safety

SBC will require conditions to be attached to a planning permission for a development requiring that provision is put in place so that the SuDS to be constructed will be maintained to a minimum level of effectiveness. To be effective a maintenance option must:

- clearly identify who will be responsible for maintaining the sustainable drainage systems and funding for maintenance should be fair for householders and premises occupiers, and
- set out a minimum standard to which the sustainable drainage systems must be maintained.

A suite of potential adoption models are set out in section 4.2, all of which offer viable maintenance options for developers to consider and enable them to satisfy a planning condition requiring effective sustainable drainage systems and sustainable maintenance. The list is not exhaustive so as not to preclude innovation.

It is the developers' responsibility to provide for the long term maintenance of the sustainable drainage systems themselves or to negotiate with, and secure the agreement of, a third party to maintain the sustainable drainage systems for the life of the development.

Swindon Borough Council's preferred option is for one, or a small number of management companies to be set up by the developers. These management companies must be incorporated such that they can adopt the assets, and a business plan with a discounted cash flow model must be provided to demonstrate that these companies are fully funded for their maintenance liabilities over the lifetime of the development (100 years)

4.2 Possible adoption models

4.2.1 Service management companies

Developer initiated Management Companies are often set up to manage public spaces on new developments and maintenance of SuDS could be added to their remit.

Potential funding options:

- a. Through service charge: Householders and premises occupiers to pay for SuDS maintenance as part of the annual service charge or equivalent outdoor space service charges that they pay to cover a range of activities. Developers will need to ensure that any requirement to pay fees is binding.

- b. Through model agreement and commuted sums paid by the developer to the Maintenance Company. Any commuted sums would need to be consistent with the need for the site to be viable overall.
- c. Through Charitable Trusts/Not-for-profit companies which could also serve as Maintenance Companies.
- d. Consider opportunity for Developers to work with SBC, parish councils and Thames Water to set up a 'New Eastern Villages Green Infrastructure Management Company'.
- e. In partnership with SBC and/or parish councils
- f. Bonds to adopt and manage infrastructure

4.2.2 Water and sewerage companies

Water and Sewerage Companies already have duties and can make charges relating to water and there is an association between their current activities and any new arrangements relating to managing surface water from properties. Notably: Water and Sewerage Companies may construct, maintain and operate drainage systems which relieve the public sewer. This includes sustainable drainage systems. The legal basis is set out in section 114A of the Water Industry Act 1991 (as amended by the Water Act 2014). The Water Company operating in SBC's area is Thames Water.

If Thames Water and a developer agreed, the developer could build (or contribute towards the construction of) a SuDS that Thames Water would subsequently own. The sustainable drainage system would be included within Thames Water's ordinary charging scheme, and maintenance costs would be funded through the surface water drainage element of household water bills. This means that all those bill payers in Thames Water's area paying for surface water management would share the cost burden. Given that the cost of maintaining SuDS is generally cheaper than traditional pipework, all bill payers would benefit. These charges would be regulated by Ofwat.

Alternatively Thames Water could offer its services as a Service Management Company (as above). In this instance it would not be exercising its statutory function so could not spread its charges amongst all its bill payers for those services. Instead the beneficiaries of the service would be the ones billed and the amount would not be regulated by Ofwat.

Thames Water currently will not adopt SuDS serving development of less than 2,500 properties, and will consider developments of >2,500 on a case by case basis.

4.2.3 Local government (SBC)

SBC will take on responsibility for the maintenance of some SuDS as part of their wider public open space and amenity management function and/or where the SuDS provides advantages for the wider community. This option can be linked to the adoption of green spaces and green infrastructure.

Under this option, SBC would need to charge to fund their activities in maintaining SuDS.

Potential Funding Options:

- a. Through business rates
- b. Through SBC/Parish partnership – by setting up new 'management' company
- c. Combination of SBC and developer service management company (to share costs)
- d. New Burdens Doctrine (Note: The New Burdens Doctrine only applies where central government requires or exhorts authorities to do something new or additional. Action to

Section 4. Funding and long term maintenance options

ensure that they adequately fulfil a role for which they are already funded is not a new burden.)

The table below summarises the position of SBC in relation to SuDS adoption in a number of scenarios.

Type	Features	Adoption/ownership models
SuDS in public open space	Ponds and wetland Infiltration and retention basins Filter strips Swales Rain gardens (bio-retention) Filter drains Canals and rills Permeable paving Communal rainwater harvesting	Maintained through parks contractor, landscape management company Will be adopted by SBC if located in public open space, only where the public open space is being adopted by SBC. Where SBC adopts any feature, it will also adopt all control structures that are located in the open space (providing they are designed to current best practice and meet the requirements of her SuDS Manual).
SuDS on community property (e.g. schools, community halls)	Green roofs Permeable driveways and parking Soakaways Proprietary treatment systems Rainwater harvesting Geo-cellular storage (preferably combined with rainwater harvesting) Swales Rain gardens Rills	Managed and maintained through facilities management company Will only be adopted by SBC where agreed as part of S106 agreement, or where SBC will own the property that the SuDS drain.
Private SuDS – within the boundaries of private properties	Green roofs Permeable driveways and parking Soakaways Proprietary treatment systems Rainwater harvesting Geo-cellular storage (preferably combined with rainwater harvesting) Swales Rain gardens Rills	Will not be adopted by SBC Located in privately owned land: <ul style="list-style-type: none"> • Single property drainage: • SuDS in private property serving more than one property Responsibility with: Developer/Property Owner/Landowner, Management Company The requirement to maintain the SuDS feature must be included within the property deeds. Note: Management responsibility must be identified and agreed if discharging into SuDS adopted by SBC.
SuDS in public roads	Filter strips Swales Rain gardens (bio-retention) Filter drains Canals and rills	Will be adopted by Highway Authority (SBC) – maintained through roads contractor

	Permeable paving Communal rainwater harvesting	
SuDS in private roads	Swales Rain garden Permeable paving Communal rainwater harvesting	Will not be adopted by SBC Responsibility with: Developer/Property Owner/Landowner, Management company

4.2.4 Private individuals (for single property SuDS features)

The owners/occupiers of properties drained by SuDS that do not also drain other properties should maintain their own system.

The developer would need to provide the owner or owners with full instructions on the maintenance of the SuDS including repair and replacement requirements, and the property deeds must contain a covenant requiring the property owner to maintain the features according to the requirements. There should be information on how these components function and to reduce the risk of unintentional damage (through alterations to the property or DIY).

4.2.5 Private individuals (for SuDS features serving a small number of properties)

Where the sustainable drainage systems are simple systems involving minimal or no proprietary products, easy to maintain and serving only a small numbers of properties, the owners of those properties should agree to maintain the SuDS collectively.

Similarly, the developer would need to provide the owners with full instructions on the maintenance of the sustainable drainage systems including repair and replacement requirements.

5 Annex A1 – Great Stall West

Great Stall West lies in the west of the New Eastern Villages and is bounded to the west by the A419 and to the north by the A420. To the south of Great Stall West lies the Lot Mead development area and to the east lies Great Stall East. The development site is 71.7 ha in area (as per NEV land budget) and naturally drains predominantly to the River Cole which runs along the southern edge of the development area, with parts of the area draining through Great Stall East to the east. Figure A1 illustrates the location of Great Stall West, location of natural drainage paths and the EA flood zones.

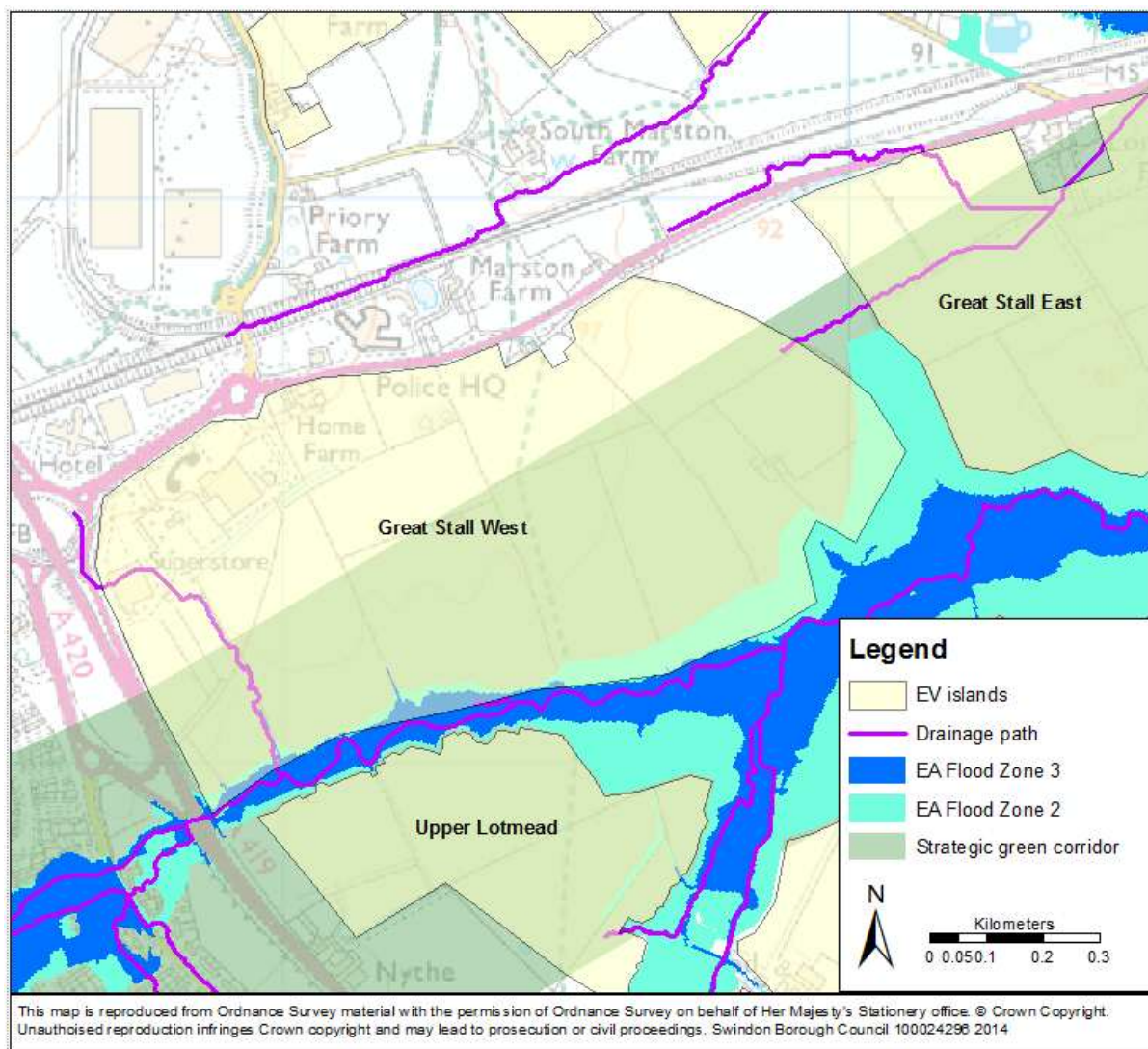


Figure A1: Location of Great Stall West and drainage paths.

Great Stall West has been split into eight natural catchments based on ground levels, these are shown in figure A2. Catchments 1 to 7 drain to the River Cole to the South of the development. Catchment 8 drains to the east.

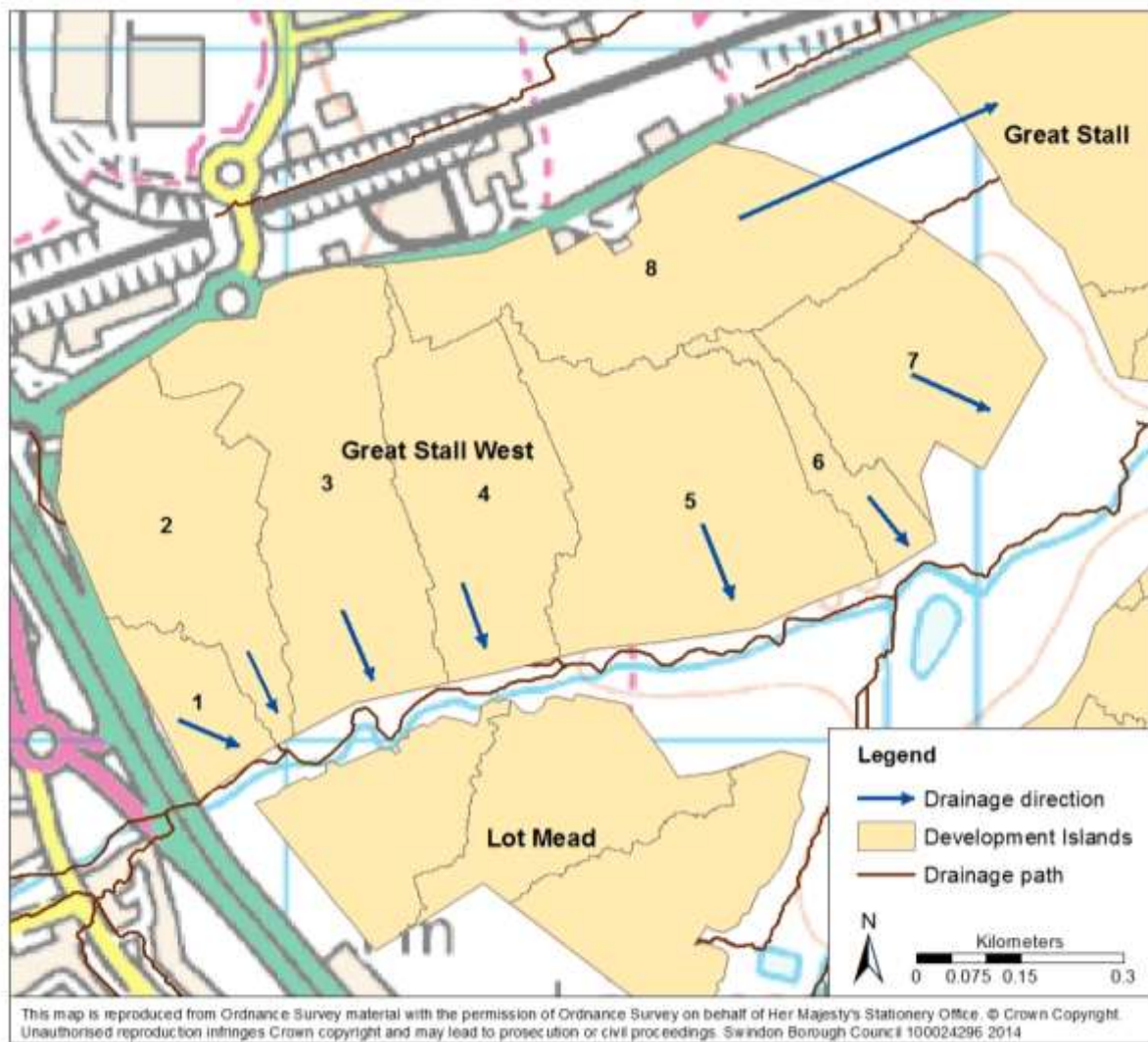


Figure A2 – natural catchments and flow directions

5.1 Interdependencies

Whilst most of Great Stall West drains directly to the River Cole to the South of the site, the natural drainage path for catchment 8 of the site drains through Great Stall before joining the river channel north of the railway line between Priors Farley and Rowborough. It is preferable to maintain natural drainage paths where ever possible, therefore developers of Great Stall and Great Stall West may need to know how the flow through Great Stall from Great Stall West is managed. Alternatively, it may be possible to divert the flow from area 8 to the south, either through area 7 of Great Stall West or draining through the open area between Great Stall and Great Stall West.

5.2 Opportunities and constraints

Great Stall West will be highly visible from the A420 and the A419. As such Great Stall West will act as a shop window to the NEV development and it is therefore important that the right tone is set within this key island through high quality design and materials, and visually appealing green infrastructure and SuDS.

The most compact and high density development in Great Stall West is likely to be along the northern edge given the adjacent A420 spine road. The types of SuDS used in these areas should be

suitable for a high density urban environment, making use of 'space saving' options such as green roofs and walls, linear tree pits or rain gardens, rainwater harvesting and permeable paving. This type of feature will help to create a contemporary and attractive design for this part of the development, whilst offering many wider benefits such as reducing noise and air pollution, regulating building temperatures, providing recreational areas for residents and employees, and making a positive contribution to public health and wellbeing.

Residential densities in Great Stall West will be among the highest of the New Eastern Villages development. Apartment blocks are likely to form a proportion of the development in order to achieve the densities required, and green infrastructure based SuDS can be used to help ensure that the front presented to the A420 is attractive and welcoming. SuDS such as tree pits and linear rain gardens along roads will create attractive streetscapes which will act as strategic gaps in the line of development, drawing the eye into the site making it inviting to passers-by. Roof gardens on apartment blocks create communal outdoor spaces for residents without reducing developable land, and have been shown to improve community cohesion within a development. Parking spaces should make use of permeable paving with subsurface storage, to which areas unsuitable for such measures (due to higher density traffic) can drain.

Great Stall West includes a 12 hectare District Centre as well as the main employment allocation for the NEV, so there will be opportunities for the larger roof spaces associated with employment uses to include rainwater harvesting or green roofs, and for permeable paving, filter drains and tree pits to be incorporated in parking or other communal areas.

5.3 Green infrastructure

The flood zone to the south and east of the site as well as a large part to the south of the site lies within a strategic green corridor/ sub regional green infrastructure link, as shown in figure A3. Selection of appropriate SuDS within the green corridor would serve a dual purpose (thereby optimising the land take required), and the use of green infrastructure based SuDS throughout the site would help link the developed area with the green corridor, contributing to other policy objectives such as creating green corridors and enhancing biodiversity.

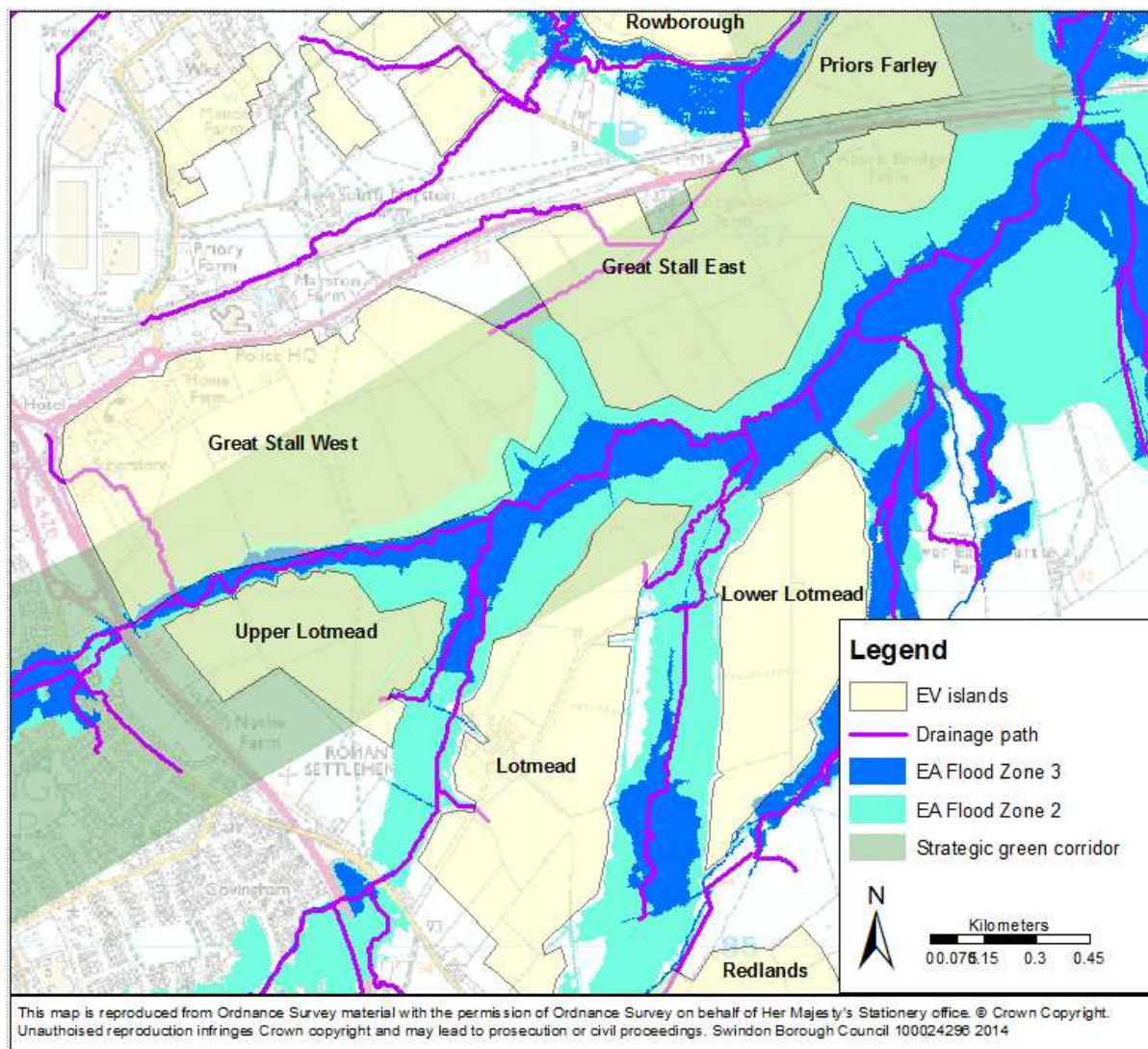


Figure A3: Green corridor

5.4 Multi-purpose spaces

Many types of SuDS, such as attenuation ponds, swales and wetlands, can form part of public open spaces providing that appropriate health and safety considerations are observed (e.g. signage, shallow gradients). This can help to optimise the land available for development by combining several functions in one space. For example swales and rain gardens can make attractive features for parks and other public recreational areas, and playing pitches/outdoor sports areas can be designed to serve as attenuation during high rainfall events. However, the features must be carefully designed to ensure that they do serve a recreational or amenity function. SuDS features that do not provide any amenity or recreational function will not be permitted in public open space. See section 3, Table 2 for further guidance.

The table below shows a breakdown of the land budget allocated for public open space for Great Stall West which could be considered for inclusion of SuDS.

Table A1: Public open space allocation

Land use	Area allocated (ha)	Suitable for SuDS
Children's Play	0.64	Yes – shallow play areas
General Rec MOS LOS	2.14	Yes – if compliant Section 3, table 2
Playing Pitches	2.57	Yes – if compliant Section 3, table 2
Outdoor Sports	0.86	Yes – if compliant Section 3, table 2
Allotments	0.64	No

6 Annex A2 – Great Stall East

Great Stall East lies in the east of the New Eastern Villages and is bounded to the north by the A420. To the south of Great Stall East lie Lotmead and Lower Lotmead, and to the west lies Great Stall West. Great Stall East is 45.24 ha in area (as per NEV land budget) and naturally drains predominantly to the River Cole which runs along the southern edge of the development area. Figure A4 illustrates the location of Great Stall East, location of natural drainage paths and the EA flood zones.

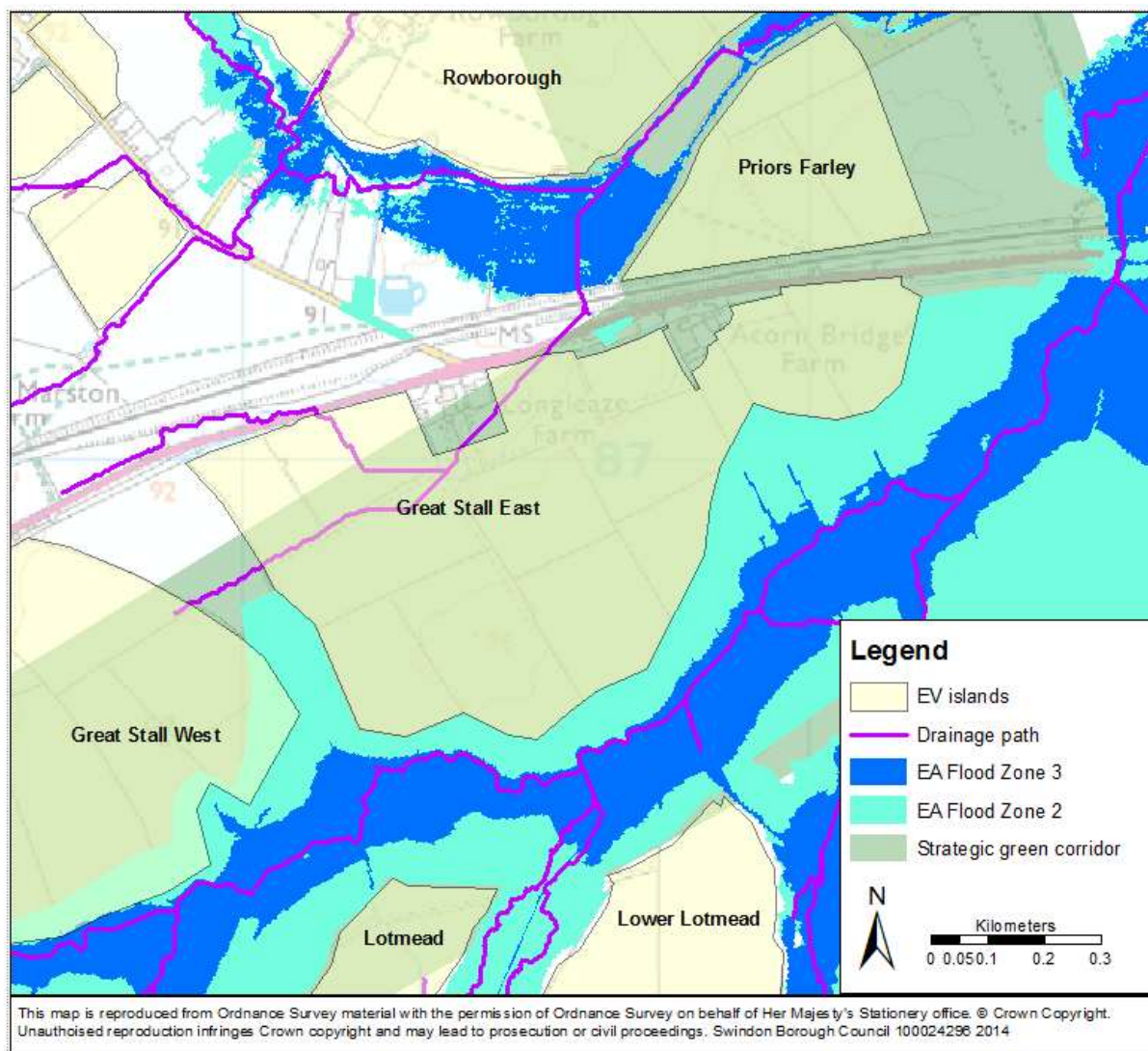


Figure A4: Location of Great Stall and drainage paths.

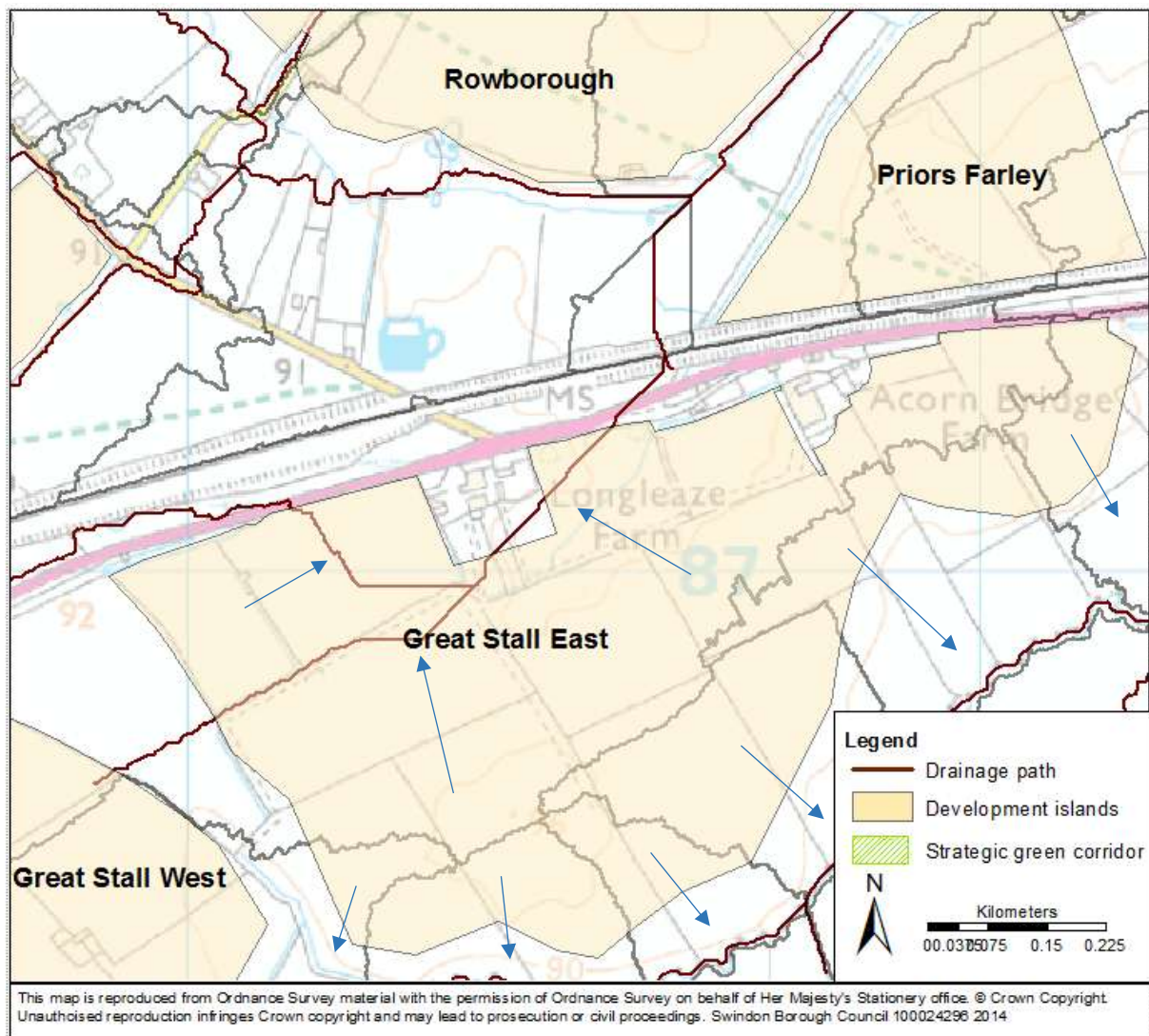


Figure A5– natural catchments and flow directions

6.1 Interdependencies

Most of Great Stall East drains north through the culvert near Lingleaze Farm to a tributary of the South Marston Brook near to Priors Farley. The drainage from catchment 8 of Great Stall West drains through Great Stall Great Stall East before joining the river channel north of the railway line between Priors Farley and Rowborough. It is preferable to maintain natural drainage paths where ever possible, therefore developers of Great Stall and Great Stall West may need to know how the flow through Great Stall from Great Stall West is managed. The catchments to the South of Great Stall East drain south or south east to the River Cole.

6.2 Opportunities and constraints

Great Stall East will be visible from the A420 as it runs along the northern boundary. These parts of Great Stall East will act as a shop window to the development and it is therefore essential that the right tone is set through high quality design and materials, and visually appealing green infrastructure and SuDS.

Residential densities in Great Stall East will be among the highest of the New Eastern Villages, ranging from 40 to 50 dwellings per hectare in some parts. Apartment blocks are likely to form a proportion of the development in order to achieve the densities required, and green infrastructure based SuDS can be used to help ensure that the front presented to the A420 is attractive and welcoming. The types of SuDS used in these areas should be suitable for a high density urban environment, making use of 'space saving' options such as green roofs and walls, linear tree pits or rain gardens, and permeable paving. This type of feature will help to create a contemporary and attractive design for this part of the development, whilst offering many wider benefits such as reducing noise and air pollution, regulating building temperatures, providing recreational areas for residents and employees, and making a positive contribution to public health and wellbeing. Tree pits and linear rain gardens within roads and parking areas will create attractive streetscapes which will act as strategic gaps in the line of development, drawing the eye into the site making it inviting to passers-by. Roof gardens on apartment blocks create communal outdoor spaces for residents without reducing developable land, and have been shown to improve community cohesion within a development.

Development density will reduce towards the eastern edge of Great Stall East and SuDS features which help to soften the urban character will be more appropriate. Larger scale, above ground conveyance and attenuation SuDS features such as swales, rain gardens and basins will help create connected spaces, enabling the urban design to respond positively to the adjacent parkland and open countryside. These types of SuDS offer opportunities to create multifunctional spaces combining recreation and biodiversity benefits. The north-eastern corner of Great Stall East will form an entry point not only to the New Eastern Villages, but also to Swindon and Wiltshire, and effectively designed SuDS can play a key role here in helping to create an attractive development which is sympathetic to the character of the adjacent green infrastructure.

6.3 Green infrastructure

The flood zone to the south and east of the site as well as a large part of the south of the site lies within a strategic green corridor/ sub regional green infrastructure link, as shown in figure A6. Selection of appropriate SuDS within the green corridor would serve a dual purpose (thereby optimising the land take required), and the use of green infrastructure based SuDS throughout the site would help link the developed area with the green corridor, contributing to other policy objectives such as creating green corridors and enhancing biodiversity.

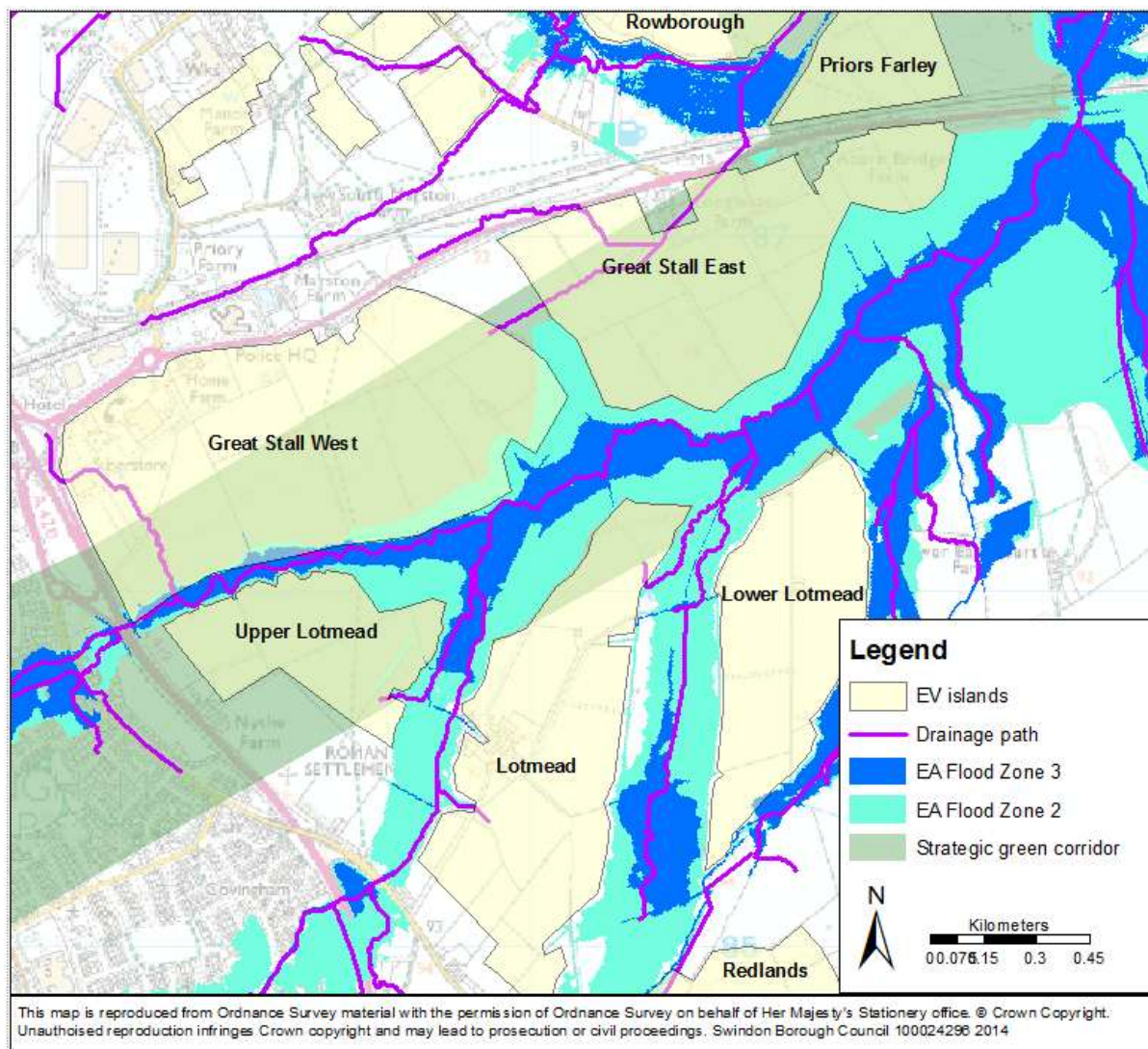


Figure A6: Green corridor

6.4 Multi-purpose spaces

Many types of SuDS, such as attenuation ponds, swales and wetlands, can form part of public open spaces providing that appropriate health and safety considerations are observed (e.g. signage, shallow gradients). This can help to optimise the land available for development by combining several functions in one space. For example swales and rain gardens can make attractive features for parks and other public recreational areas, and playing pitches/outdoor sports areas can be designed to serve as attenuation during high rainfall events. However, the features must be carefully designed to ensure that they do serve a recreational or amenity function. SuDS features that do not provide any amenity or recreational function will not be permitted in public open space. See section 3, Table 2 for further guidance.

The table below shows a breakdown of the land budget allocated for public open space for Great Stall which could be considered for inclusion of SuDS.

Table A2: Public open space allocation

Land use	Area allocated (ha)	Suitable for SuDS
Children's Play	0.79	Yes – shallow play areas
General Rec MOS LOS	2.62	Yes – if compliant Section 3, table 2
Playing Pitches	3.14	Yes – if compliant Section 3, table 2
Outdoor Sports	1.05	Yes – if compliant Section 3, table 2
Allotments	0.79	No

7 Annex A3 - Upper Lotmead

Upper Lotmead lies in the west of the New Eastern Villages and is bounded to the west by the A419. To the north of Upper Lotmead lies the Great Stall West development area and to the south and east lies the Lotmead development area. The development site is 20 ha in area (as per NEV land budget) and naturally drains predominantly to the River Cole which runs along the northern edge of the development area, with parts of the area draining into the River Cole via a channel to the east of the development area. Figure A7 illustrates the location of Upper Lotmead, location of natural drainage paths and the EA flood zones.

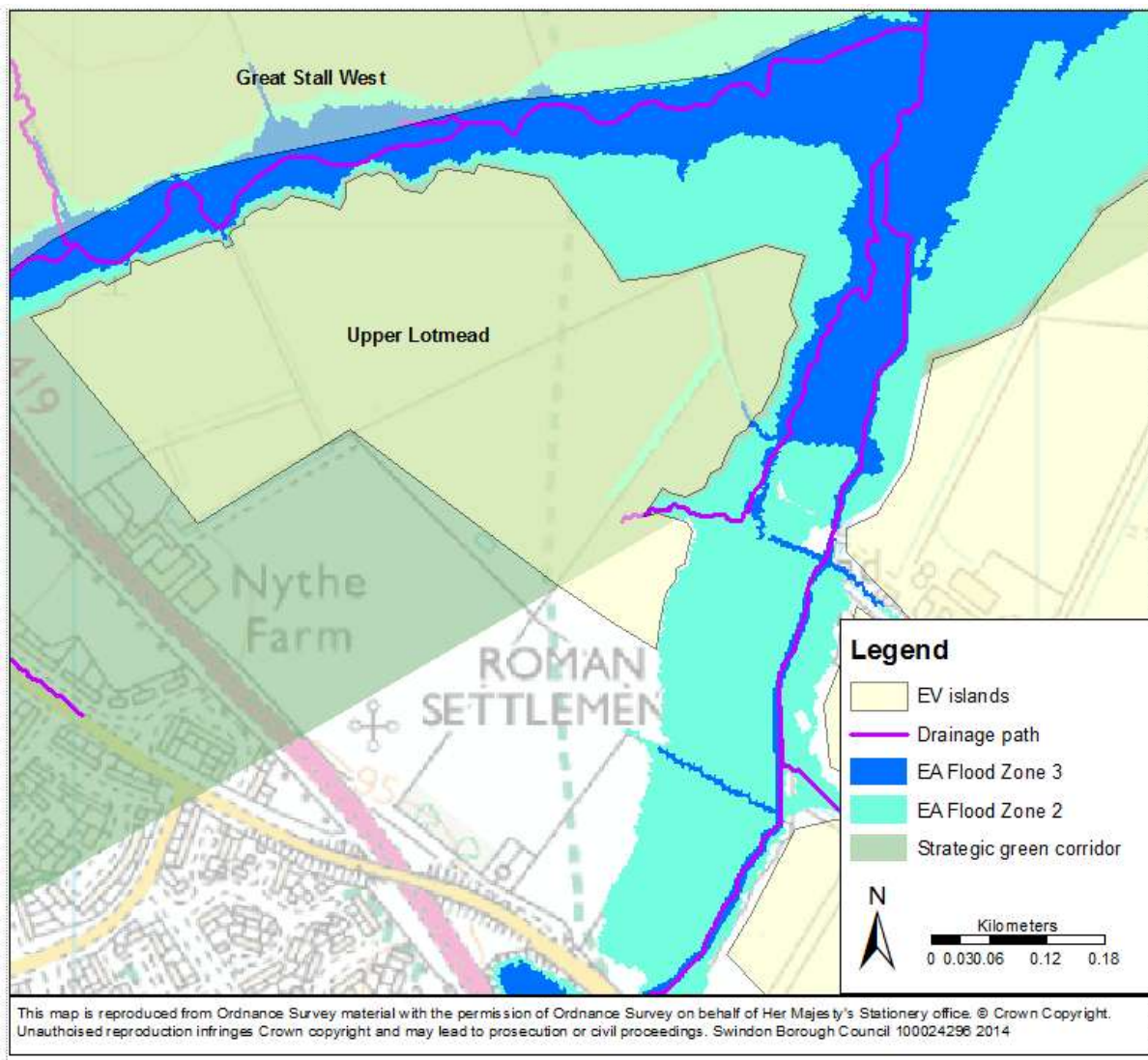


Figure A7: Location of Upper Lotmead and drainage paths.

Upper Lotmead has been split into three natural catchments based on ground levels, these are shown in figure A8. Catchments 1 and 2 appear to drain directly into the River Cole to the north of the development area. Catchment 3 drains to the River Cole via a channel which flows to the east of the development area.

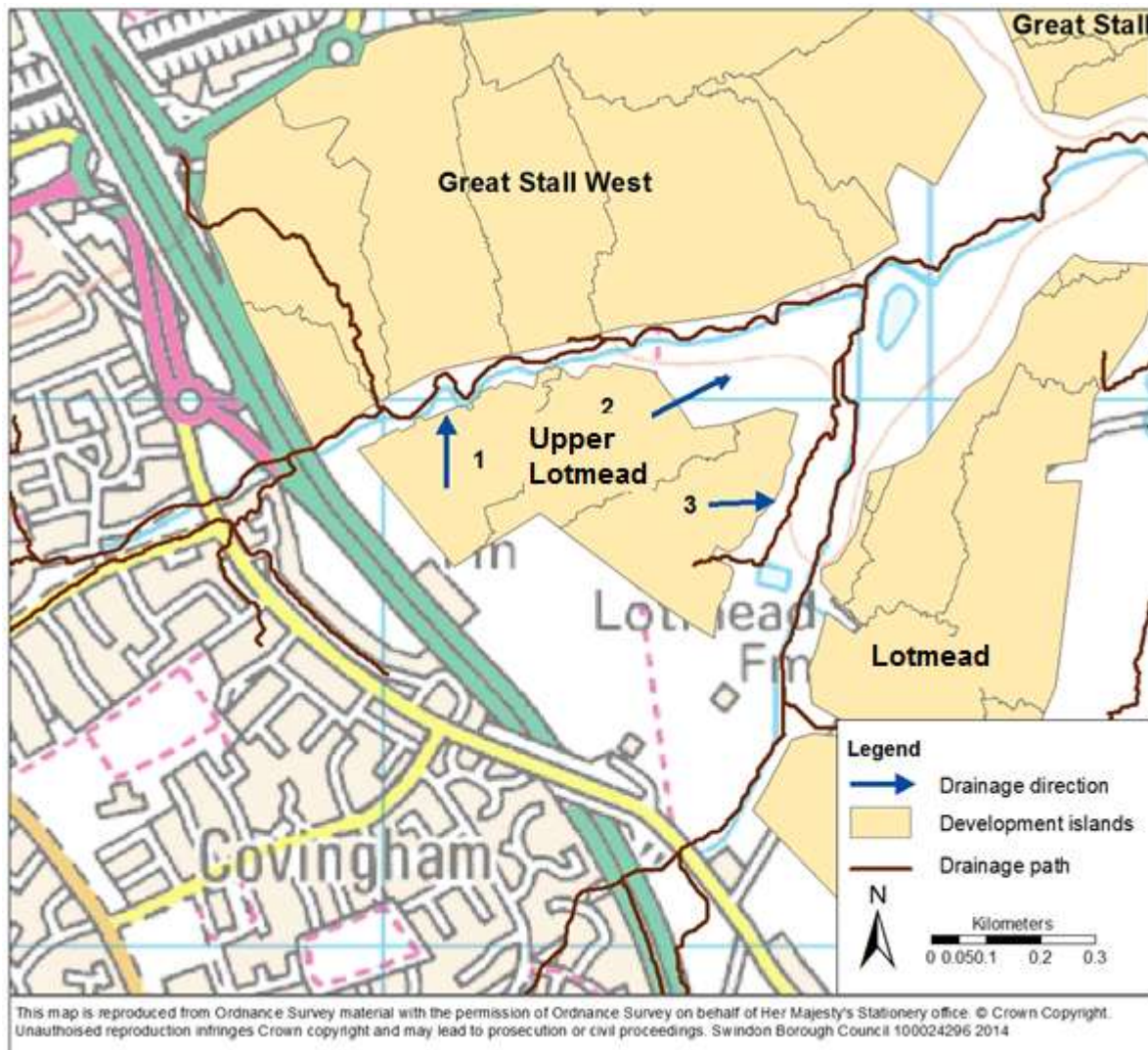


Figure A8 – natural catchments and flow directions

7.1 Interdependencies

Parts of both Upper Lotmead and Lotmead drain into the channel flowing between the two development areas. Developers of these two sites may therefore wish to jointly consider how to manage flow through this channel.

7.2 Opportunities and constraints

Upper Lotmead lies alongside the historic Roman settlement of Durocornovium which is a scheduled monument. A heritage park, spanning the A419, is intended to help preserve the underground remains of the site. As such the precise boundaries of the Upper Lotmead development area will be determined following a detailed Environment Impact Assessment. This EIA may help to further inform where SuDS can be best used to enhance and preserve the environment of Upper Lotmead.

Upper Lotmead will be a residential development and with the A419 to the west and the employment hub to the north it is likely that the properties will face towards the north east, east and south. The placement and landscaping of a storage area within these areas would help improve these vistas.

For this entirely residential development the use of SuDS such as linear tree pits or rain gardens, and permeable paving along residential roads will help to create an attractive living space for residents and offering many wider benefits such as reducing noise and air pollution, regulating building temperatures and making a positive contribution to public health and wellbeing.

7.3 Green infrastructure

Nearly all of the Upper Lotmead development lies within a strategic green corridor/ sub regional green infrastructure link, as shown in figure A9. Selection of appropriate SuDS within the green corridor would serve a dual purpose (thereby optimising the land take required), and the use of green infrastructure based SuDS throughout the site would help link the developed area with the green corridor, contributing to other policy objectives such as creating green corridors and enhancing biodiversity.

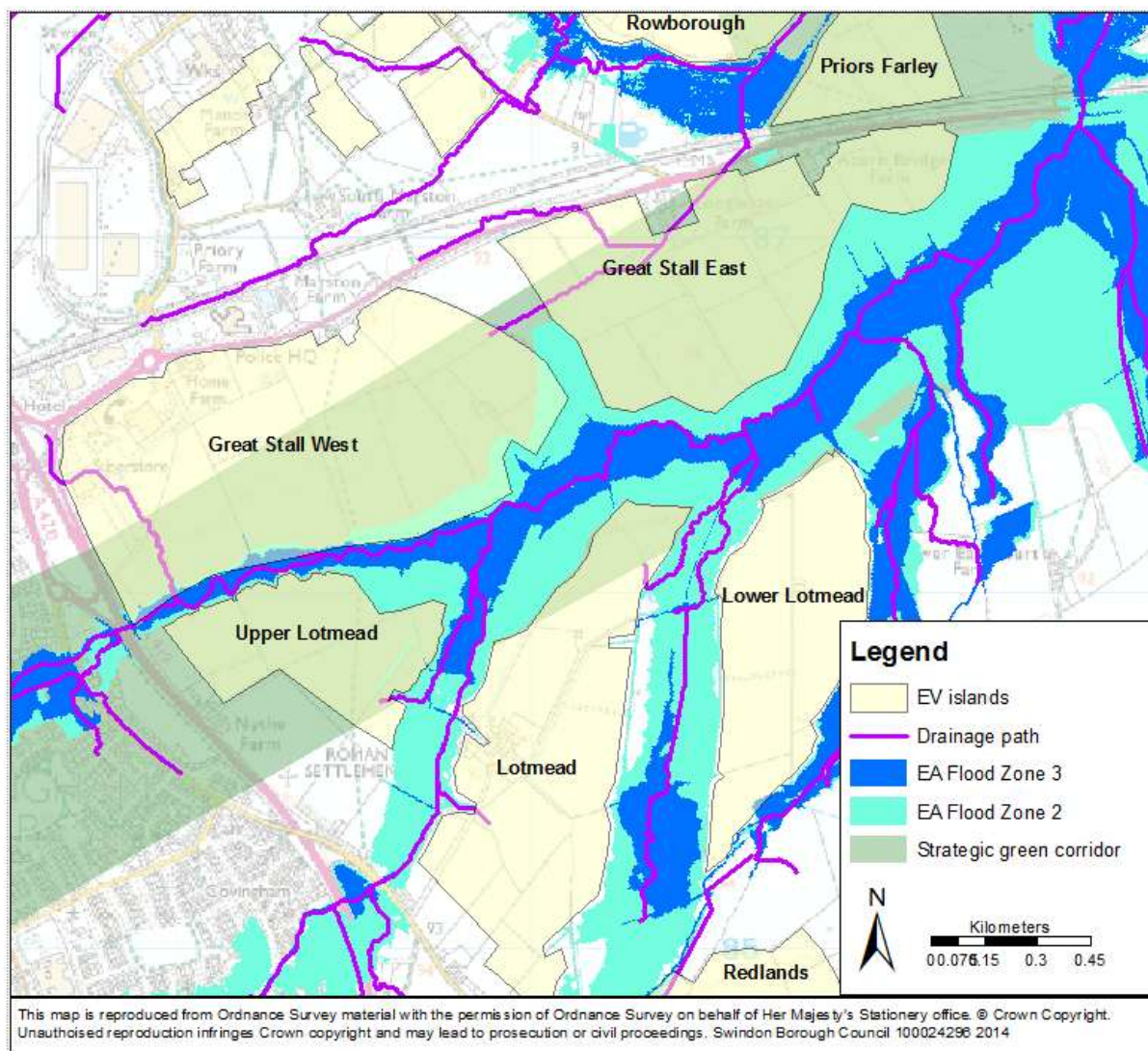


Figure A9: Green corridor

7.4 Multi-purpose spaces

Many types of SuDS, such as attenuation ponds, swales and wetlands, can form part of public open spaces providing that appropriate health and safety considerations are observed (e.g. signage, shallow gradients). This can help to optimise the land available for development by combining several functions in one space. For example swales and rain gardens can make attractive features for parks and other public recreational areas, and playing pitches/outdoor sports areas can be designed to serve as attenuation during high rainfall events. However, the features must be carefully designed to ensure that they do serve a recreational or amenity function. SuDS features that do not provide any amenity or recreational function will not be permitted in public open space. See section 3, Table 2 for further guidance.

The table below shows a breakdown of the land budget allocated for public open space for Upper Lotmead which could be considered for inclusion of SuDS.

Table A3: Public open space allocation

Land use	Area allocated (ha)	Suitable for SuDS
Children's Play	0.54	Yes – shallow play areas
General Rec MOS LOS	1.79	Yes – if compliant Section 3, table 2
Playing Pitches	2.14	Yes – if compliant Section 3, table 2
Outdoor Sports	0.71	Yes – if compliant Section 3, table 2
Allotments	0.54	No

8 Annex A4 – Lotmead

8.1 Introduction

Lotmead lies in the centre of the New Eastern Villages. To the north of Lotmead lie Great Stall West and Great Stall East, to the west lies Upper Lotmead, to the east lies Lower Lotmead and to the south, Foxbridge and Redlands. The Wanborough road runs along the southern edge of Lotmead. The development site is 47 ha in area (as per NEV land budget) and naturally drains predominantly toward the River Cole in the north along drainage paths running to the east and west of the area. Figure A10 illustrates the location of Lotmead, location of natural drainage paths and the EA flood maps.

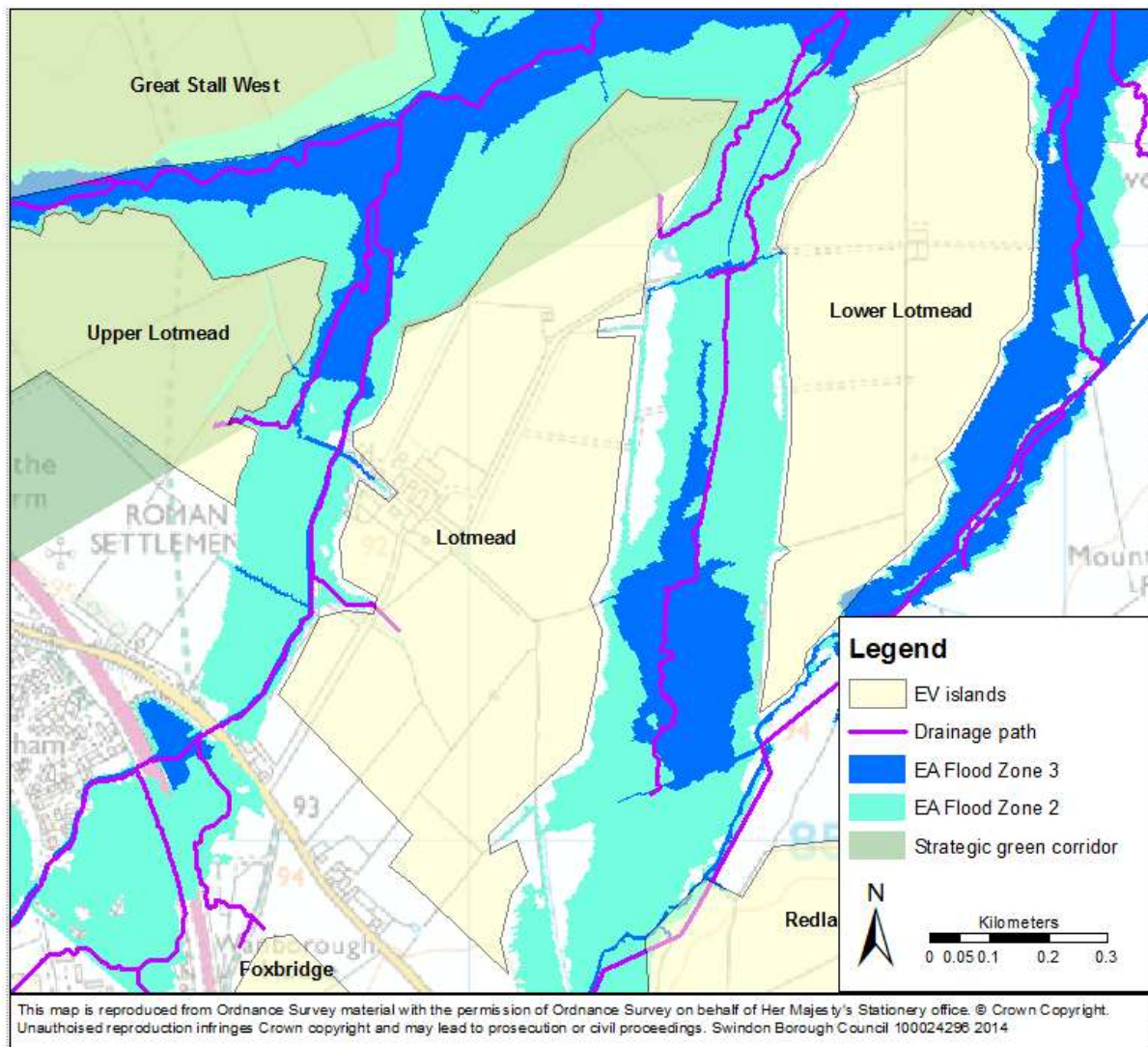


Figure A10: Location of Lotmead and drainage paths.

Lotmead has been split into seven natural catchments based on ground levels, these are shown in figure A1. Catchments 1 and 7 (made up of 7a and 7b) drain directly to the River Cole to the north of the site. Catchments 2, 3, 4 and 5 drain along drainage paths to the east of the site before joining the River Cole. Catchment 6 (made up of 6a and 6b) drains to the channel to the west of Lotmead before joining the River Cole.

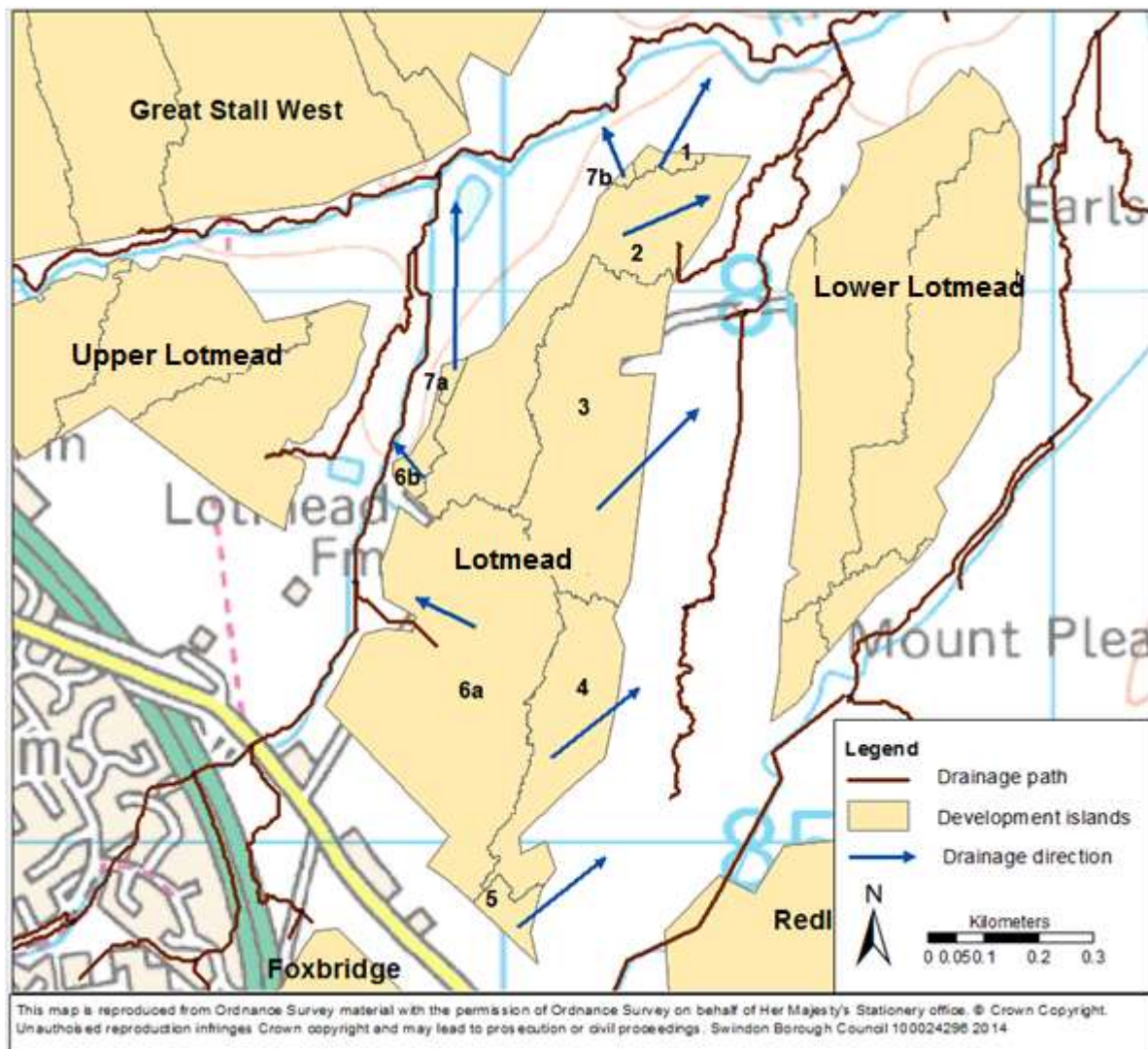


Figure A11 – natural catchments and flow directions

8.2 Interdependencies

In addition to draining Lotmead, the channels running to the east and west of the development area also drain Lower Lotmead and Upper Lotmead (respectively). Developers of these sites may therefore wish to jointly consider how to manage flow through these channels.

8.3 Opportunities and constraints

Lotmead is likely to be an inwardly looking development, focussed around the Village Centre and primary school which will be located near the existing farm buildings. These facilities will not only serve residents of Lotmead but will draw the residents of Upper Lotmead and Lower Lotmead. Attractive, multifunctional SuDS in these publically owned spaces will benefit both residents of Lotmead and those from other development areas who make use of the facilities. Rainwater harvesting systems will be appropriate for use on public buildings, and green infrastructure SuDS which enhance visual appeal should be used in communal areas, for example tree pits, green roofs and walls, and rain gardens. Attractive above ground conveyance features such as cascades should also be considered for communal spaces such as public squares. Use of permeable paving with

subsurface storage in public open space and car parking facilities will provide benefits with no additional land take.

Strong transport links will be required to link Lotmead to its neighbouring developments and to Great Stall and the A420 in the north. Use of green infrastructure SuDS, such as tree pits, linear rain gardens, filter strips and planted channels along roads will create attractive streetscape and provide wider benefits including reduction in noise and air pollution resulting from traffic through the development.

With a mixed range of housing the opportunities for SuDS in residential areas are varied. Rain gardens and other green infrastructure SuDS will make residential areas more inviting. Permeable paving can be used for parking bays and other residential hardstanding, whilst roof gardens, collection pools and rainwater planters can be used for higher density apartments to create green outdoor spaces and water features for residents without reducing developable land.

8.4 Green infrastructure

The northern part of Lotmead lies within a strategic green corridor/ sub regional green infrastructure link, as shown in figure A12. Given the River Cole to the north and the Education Campus to the north east, this northern part of the development area is likely to be more outward facing. Selection of appropriate SuDS within this green corridor will help to maximise views of the area and to Great Stall beyond. SuDS in this area would serve a dual purpose (thereby optimising the land take required), and the use of green infrastructure based SuDS throughout the site will help link the developed area with the green corridor, contributing to other policy objectives such as creating green corridors and enhancing biodiversity.

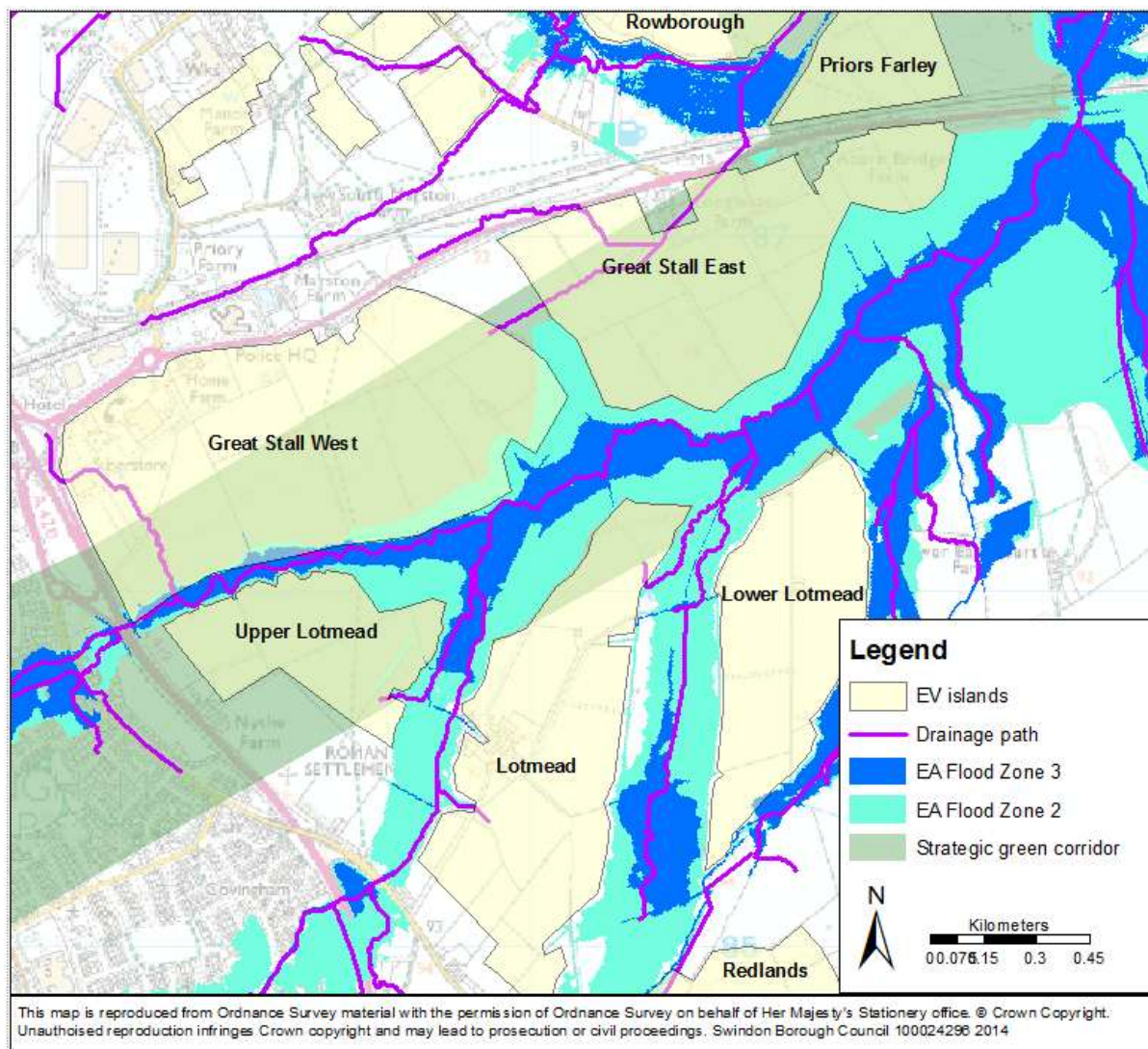


Figure A12: Green corridor

8.5 Multi-purpose spaces

Many types of SuDS, such as attenuation ponds, swales and wetlands, can form part of public open spaces providing that appropriate health and safety considerations are observed (e.g. signage, shallow gradients). This can help to optimise the land available for development by combining several functions in one space. For example swales and rain gardens can make attractive features for parks and other public recreational areas, and playing pitches/outdoor sports areas can be designed to serve as attenuation during high rainfall events. However, the features must be carefully designed to ensure that they do serve a recreational or amenity function. SuDS features that do not provide any amenity or recreational function will not be permitted in public open space. See section 3, Table 2 for further guidance.

The table below shows a breakdown of the land budget allocated for public open space for Lotmead which could be considered for inclusion of SuDS.

Table A4: Public open space allocation

Land use	Area allocated (ha)	Suitable for SuDS
Children's Play	1.11	Yes – shallow play areas
General Rec MOS LOS	3.69	Yes – if compliant Section 3, table 2
Playing Pitches	4.43	Yes – if compliant Section 3, table 2
Outdoor Sports	1.48	Yes – if compliant Section 3, table 2
Allotments	1.11	No

9 Annex A5 – Lower Lotmead

Lower Lotmead lies in the east of the New Eastern Villages. To the north of Lower Lotmead lies the Great Stall development area, to the west the Lotmead development area and to the south the Redlands development area. The development site is 30 ha in area (as per NEV land budget) and naturally drains toward the River Cole in the north along drainage paths running to the east and west of the area. Figure A13 illustrates the location of Lower Lotmead, location of natural drainage paths and the EA flood maps.

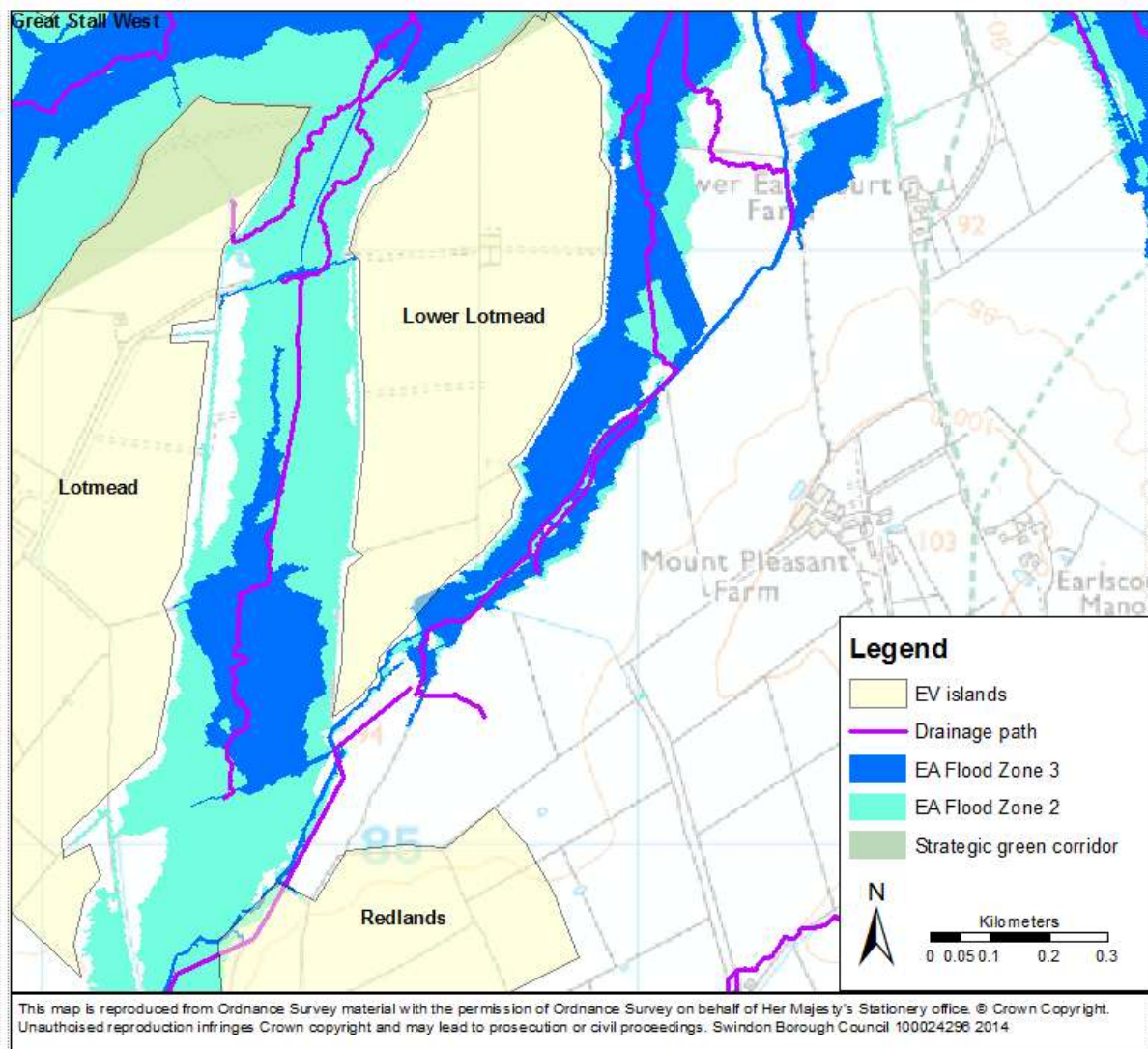


Figure A13: Location of Lotmead and drainage paths.

Lower Lotmead has been split into five natural catchments based on ground levels, these are shown in figure A14. Catchment 1 drains north directly into the River Cole. Catchment 2 drains along a drainage path to the west of the development area towards its confluence with the River Cole. Catchments 3a, 3b and 3c drain to a channel running to the east of the development area towards its confluence with the River Cole to the north of Lower Lotmead.

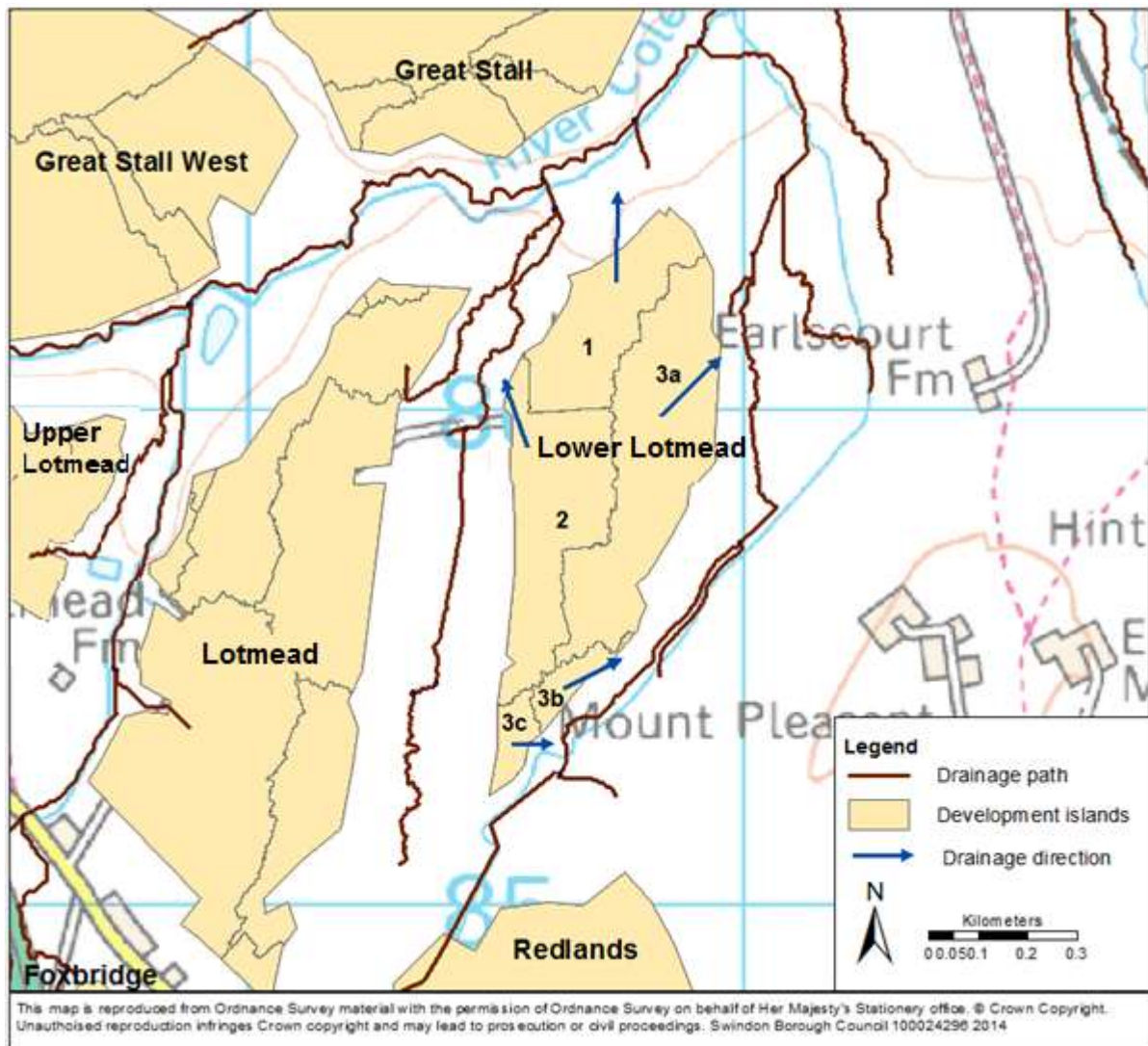


Figure A14 – natural catchments and flow directions

9.1 Interdependencies

In addition to draining Lower Lotmead, the channel running to the west of the development area also drains Lotmead. Developers of these sites may therefore wish to jointly consider how to manage flow through these channels.

9.2 Opportunities and constraints

Lower Lotmead will be a small village in the east of the New Eastern Villages. With a rural setting, it will benefit from views along its eastern edge to open countryside and is likely to be an informally structured village with space between properties to make the most of these vistas. Whilst the development is likely to be more outward focussed to make the most of the views across the countryside it is important that the village sits sensitively within its landscape, so that views back towards Lower Lotmead show a gradual transition between the built and rural environment. Use of low profile green infrastructure SuDS such as wetlands and swales will help frame views out of the village, whilst also creating a subtle edge to the urban development; helping to integrate it into the landscape and contributing to other policy objectives such as creating green corridors and enhancing

biodiversity. Any parking areas associated with the residential properties should incorporate permeable paving.

Residents of Lower Lotmead will not be served by a village centre or school within the development, but will rely on facilities within Lotmead to the west. Attractive and safe footpaths and cycle links with Lotmead will need to be provided to encourage residents to travel in a sustainable manner to these facilities. Use of SuDS along the length of these will create attractive streetscape and provide wider benefits including reduction in noise and air pollution from neighbouring road links. Elements such as linear rain gardens and permeable paving are encouraged in these areas.

9.3 Green infrastructure

As one of the more rural development areas in the Swindon Eastern Villages development, Lower Lotmead has a rural setting and is surrounded by green infrastructure. A strategic green corridor/sub regional green infrastructure link, as shown in figure A15, lies to the north of Lower Lotmead along the course of the River Cole. SuDS around the edges of Lower Lotmead will serve a dual purpose (thereby optimising the land take required), providing a link to the wider rural landscape as well as managing surface water. The use of green infrastructure based SuDS throughout the site would help link the developed area with the surrounding rural area, contributing to other policy objectives such as creating green corridors and enhancing biodiversity.

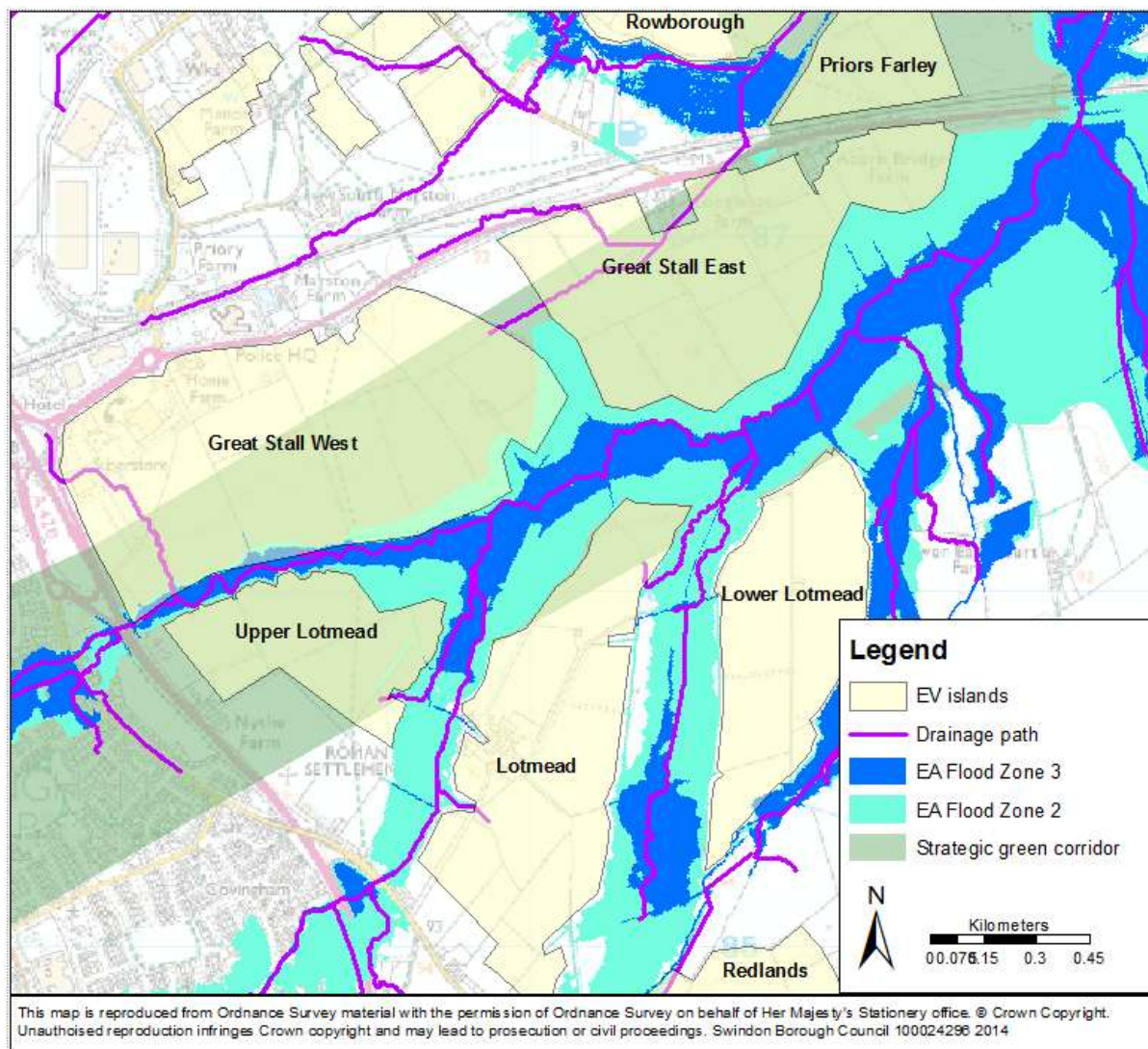


Figure A15: Green corridor

9.4 Multi-purpose spaces

Many types of SuDS, such as attenuation ponds, swales and wetlands, can form part of public open spaces providing that appropriate health and safety considerations are observed (e.g. signage, shallow gradients). This can help to optimise the land available for development by combining several functions in one space. For example swales and rain gardens can make attractive features for parks and other public recreational areas, and playing pitches/outdoor sports areas can be designed to serve as attenuation during high rainfall events. However, the features must be carefully designed to ensure that they do serve a recreational or amenity function. SuDS features that do not provide any amenity or recreational function will not be permitted in public open space. See section 3, Table 2 for further guidance.

The table below shows a breakdown of the land budget allocated for public open space for Lower Lotmead which could be considered for inclusion of SuDS.

Table A5: Public open space allocation

Land use	Area allocated (ha)	Suitable for SuDS
Children's Play	0.61	Yes – shallow play areas
General Rec MOS LOS	2.02	Yes – if compliant Section 3, table 2
Playing Pitches	2.43	Yes – if compliant Section 3, table 2
Outdoor Sports	0.81	Yes – if compliant Section 3, table 2
Allotments	0.61	No

10 Annex A6 – Foxbridge

Foxbridge lies at the southern tip of the New Eastern Villages and is bounded to the west by the A419 and to the north by the Wanborough road. To the north east of Foxbridge lie the development areas of Lotmead and Redlands. The development site is 26 ha in area (as per NEV land budget) and naturally drains to the north through tributaries of the River Cole. Figure A16 illustrates the location of Foxbridge, location of natural drainage paths and the EA flood maps.

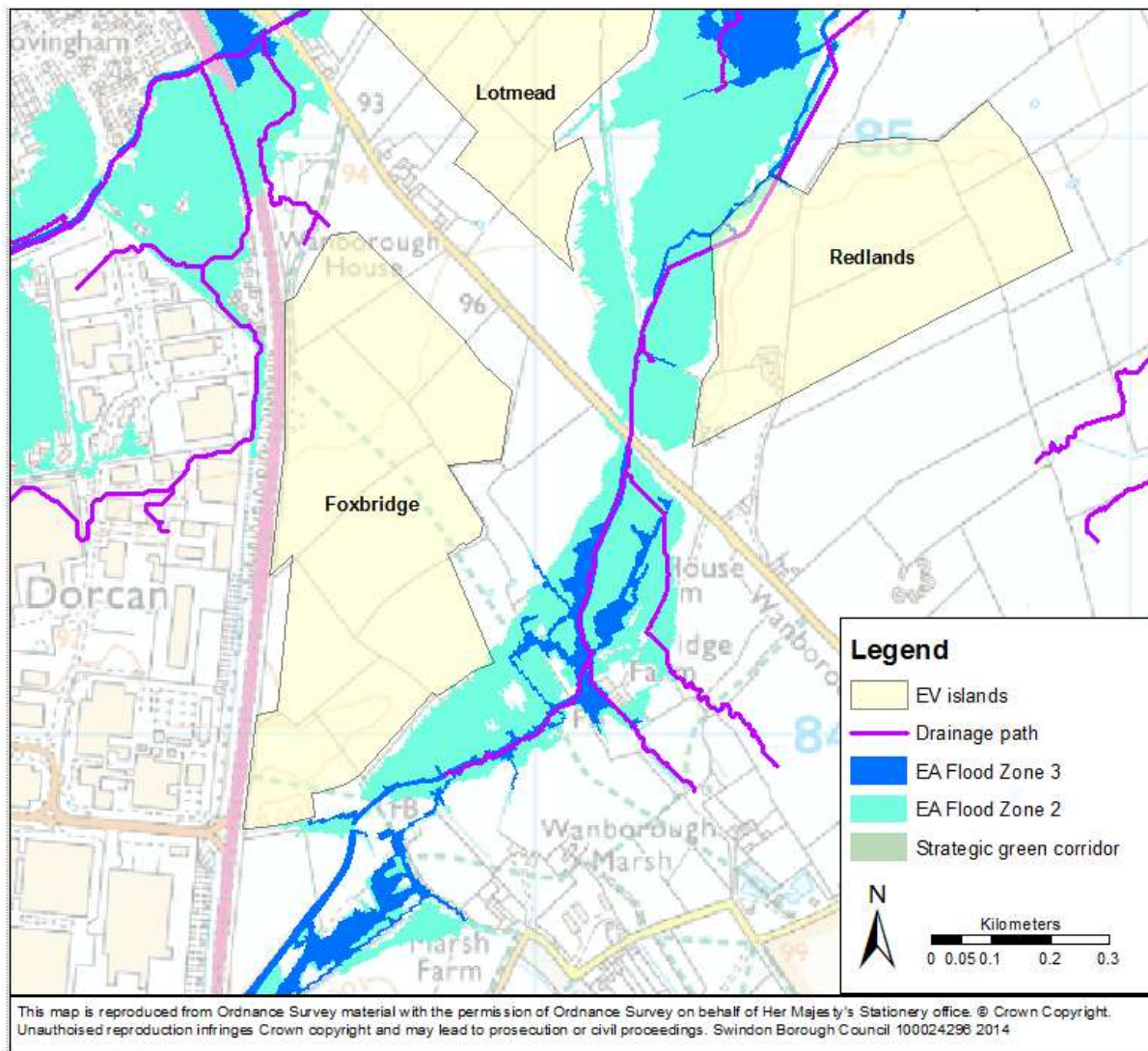


Figure A16: Location of Foxbridge and drainage paths.

Foxbridge has been split into four natural catchments based on ground levels, these are shown in figure A17. Catchment 1 drains into a channel to the north of the development area before draining along the west edge of Lotmead into the River Cole. Catchments 3 and 4 drain into a channel to the east of the development which flows under the Wanborough road and between Redlands and Lower Lotmead before joining the River Cole. The ground levels indicate that catchment 2 drains into a channel running between Lotmead and Lower Lotmead, however given the uncertainty in catchment delineation in this relatively flat area it appears likely that it drains into the same channel as catchments 3 and 4.

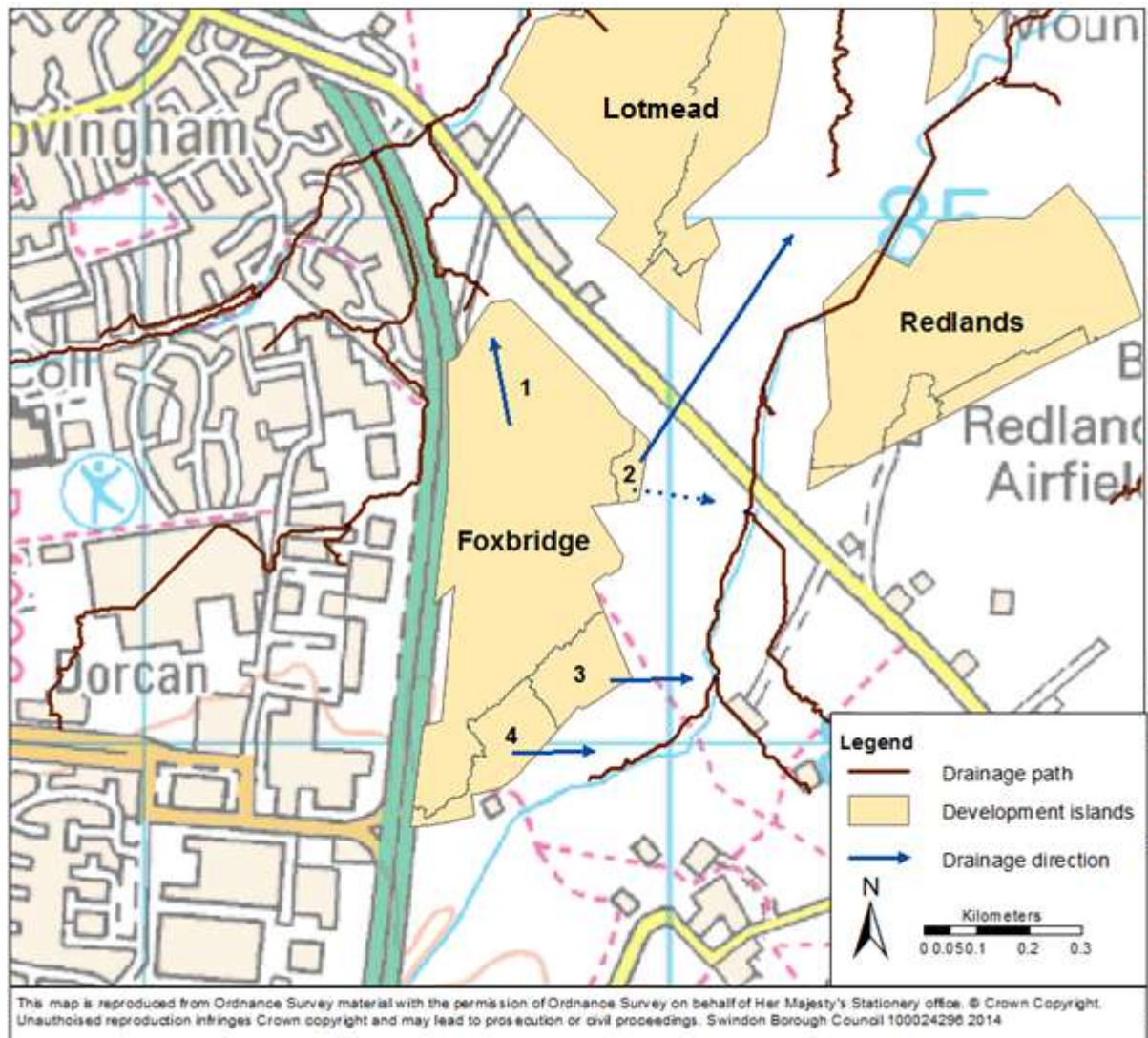


Figure A17 – natural catchments and flow directions

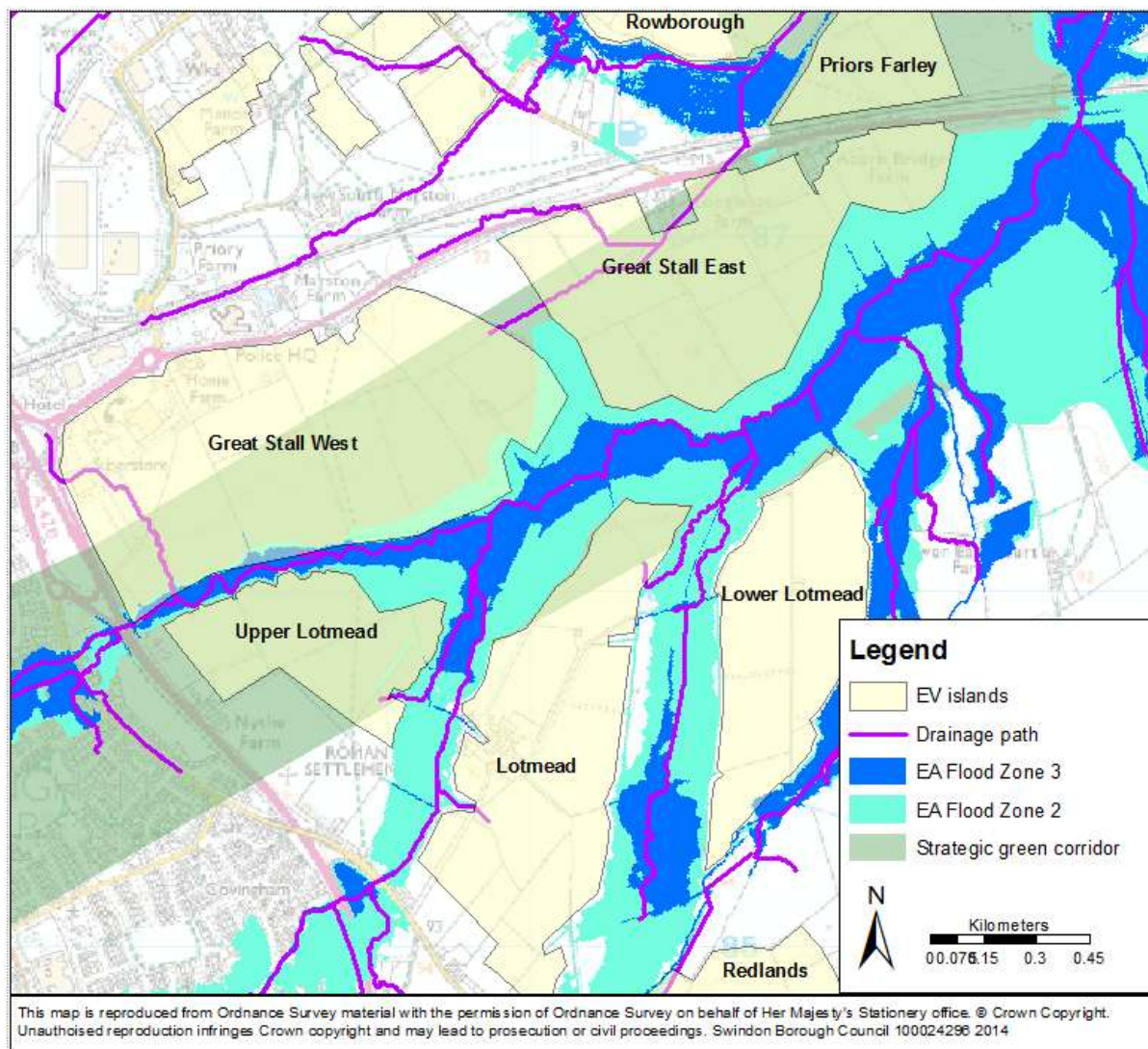


Figure A18: Green corridor

10.1 Interdependencies

Foxbridge drains into channels upstream of the development areas of Redlands, Lotmead, Lotmead and Lower Lotmead. Developers of Foxbridge, Lotmead and Lotmead may wish to jointly consider flow management through the channel to the west of Lotmead and the developers of Foxbridge, Redlands and Lower Lotmead may wish to jointly consider flow management of the channel running to the east of Foxbridge and between Redlands and Lower Lotmead.

10.2 Opportunities and constraints

Along its western edge Foxbridge is bounded by the A419. As a result of the proximity to this road significant noise attenuation will be required. Incorporation of SuDS along this eastern edge could complement the existing vegetation, adding to the noise attenuation, improving air quality and creating an attractive divide between the residential development and the road. In addition incorporation of SuDS in landscaping the southern part the development will help to advertise the area, encouraging residents into the area.

The safeguarded route of the Wilts & Berks Canal cuts through the development area and once in place will provide a strong identity for the island. Visually linking the canal into SuDS features such as linear rain gardens along streets would strengthen this identity throughout the development. There may be opportunities to physically link the drainage system into the canal, and SBC will consider proposals to do so where supported by Wilts and Dorset Canal Trust.

The other key feature of the development is likely to be the primary school. As a building in frequent use, rainwater harvesting is likely to be suitable and could be fed from both roofs and hardstanding. Green roofs are also encouraged for the school and supporting buildings. Permeable paving should be used for all non-trafficked hardstanding and car parking areas, and green walls, swales, raingardens, tree pits and planted channels should be incorporated into the landscaping of the area.

Foxbridge is bounded on its eastern sides by a rural landscape and the neighbouring village of Wanborough. Selection of green infrastructure based SuDS, such as rain gardens, green roofs and walls and tree pits, along this eastern edge would serve a dual purpose (thereby optimising the land take required) helping link the developed area with its rural surroundings and contributing to other policy objectives such as creating green corridors and enhancing biodiversity.

10.3 Green infrastructure

The strategic green corridor (Figure A18) runs some way to the north of Foxbridge so the development is unlikely to have a direct impact on this. However, Foxbridge is bounded on its eastern sides by a rural landscape and the neighbouring village of Wanborough. Selection of appropriate SuDS along this eastern edge would serve a dual purpose (thereby optimising the land take required), and the use of green infrastructure based SuDS throughout the site would help link the developed area with its rural surroundings, contributing to other policy objectives such as creating green corridors and enhancing biodiversity.

10.4 Multi-purpose spaces

Many types of SuDS, such as attenuation ponds, swales and wetlands, can form part of public open spaces providing that appropriate health and safety considerations are observed (e.g. signage, shallow gradients). This can help to optimise the land available for development by combining several functions in one space. For example swales and rain gardens can make attractive features for parks and other public recreational areas, and playing pitches/outdoor sports areas can be designed to serve as attenuation during high rainfall events. However, the features must be carefully designed to ensure that they do serve a recreational or amenity function. SuDS features that do not provide any amenity or recreational function will not be permitted in public open space. See section 3, Table 2 for further guidance.

Table A6: Public open space allocation

Land use	Area allocated (ha)	Suitable for SuDS
Children's Play	0.50	Yes – shallow play areas
General Rec MOS LOS	1.67	Yes – if compliant Section 3, table 2
Playing Pitches	2.00	Yes – if compliant Section 3, table 2
Outdoor Sports	0.67	Yes – if compliant

SuDS vision for New Eastern Villages

Annex A. Village specific data

		Section 3, table 2
Allotments	0.50	No

11 Annex A7 – Redlands

Redlands lies on the south east edge of the New Eastern Villages and is bounded to the southwest by the Wanborough Road. Further west lies Foxbridge, to the north west lies Lotmead, and to the North, Lower Lotmead. One of the smaller plots of the development, Redlands is 13.6 ha in area (as per NEV land budget) and naturally drains to the River Cole via channels running to the east of the Lower Lotmead development area. Figure A19 illustrates the location of Redlands, location of natural drainage paths and the EA flood maps.

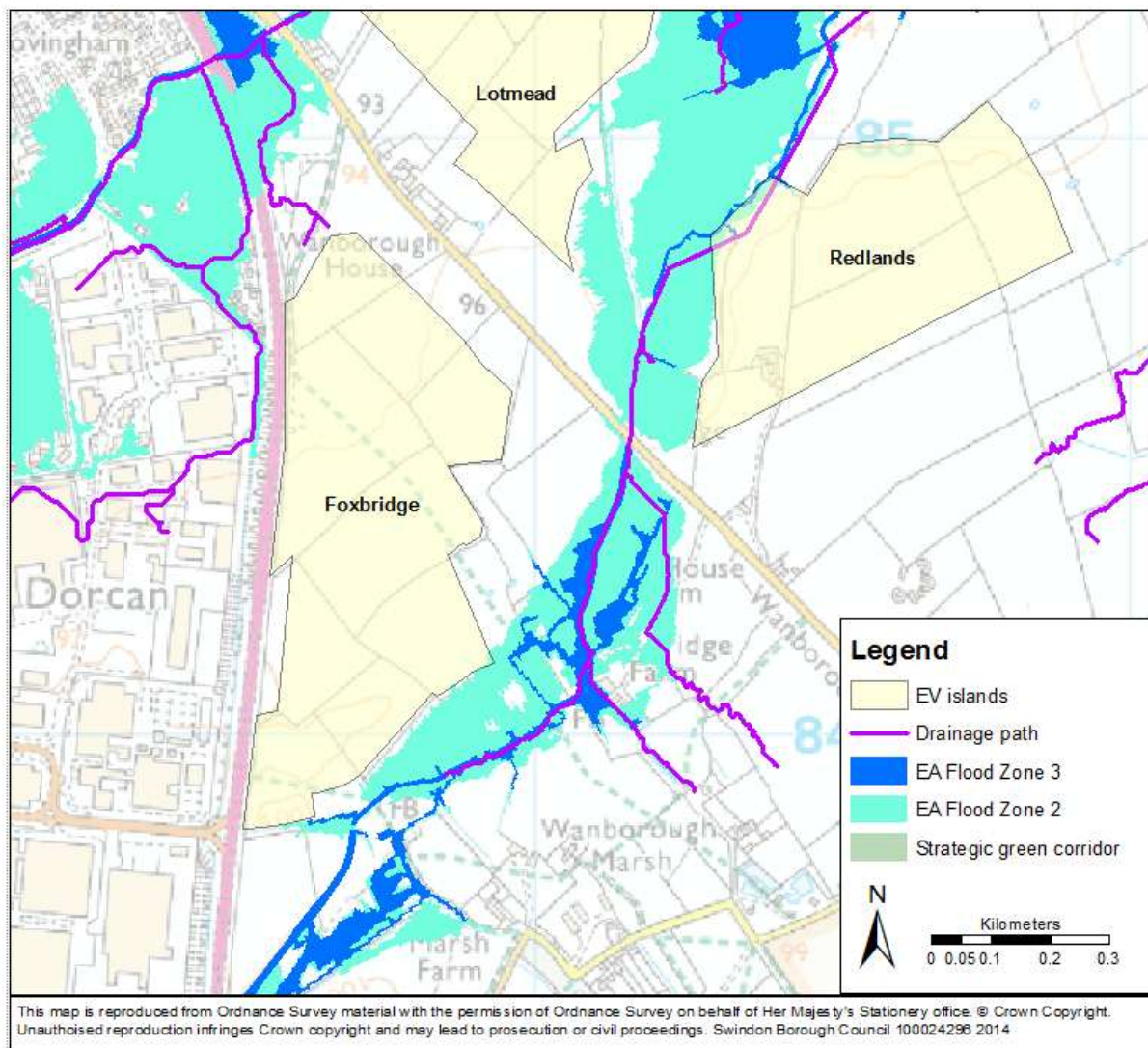


Figure A19: Location of Redlands and drainage paths.

Redlands is split into three natural catchments based on ground levels, these are shown in figure A20. Catchment 1 drains to the channel to the north of the development area and catchment 3 (annotated as 3a and 3b in the figure) drains to the further upstream to same channel. This channel then flows along the eastern edge of Lower Lotmead to its confluence with the River Cole. Catchment 2 drains to another channel to the east of Redlands which flows towards its confluence with the River Cole under the railway embankment and A420 to the east of Great Stall development area.

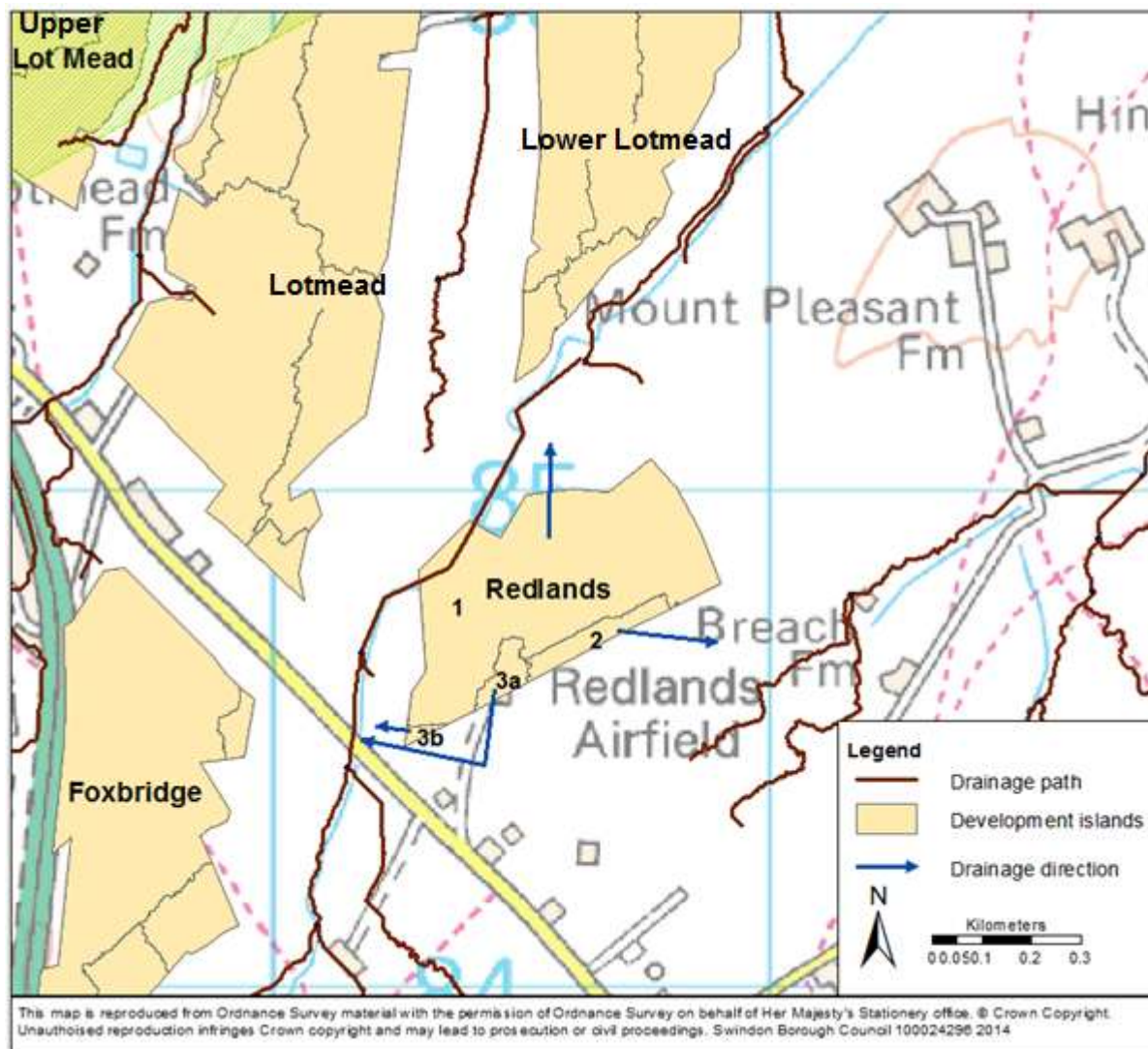


Figure A20 – natural catchments and flow directions

11.1 Interdependencies

Both Redlands and Lower Lotmead development areas drain into the channel running to the east of Lower Lotmead. Therefore developers of Redlands and Lower Lotmead may wish to jointly consider how flow through this channel is managed.

11.2 Opportunities and constraints

Located close the village of Wanborough, Redlands will be a small contained hamlet that should be discrete and sympathetic to the local landscape. The adopted Landscape Character SPD (2004) will help inform a development which respects its proximity to near neighbours, appears naturally settled within its rural landscape and is spacious enough to allow views to the open countryside. Selective use of SuDS will help to enhance the existing landscape setting; using SuDS as part of an appropriate planting regime, following existing field patterns and hedgerows, will help to enhance biodiversity of the area.

Public realm in the form of village squares and greens are expected to be integral to the hamlet's layout and SuDS in these areas can be used to provide several functions in one space thus optimising

land use, not only managing surface water, but adding to the distinctive character of the rural hamlet and providing health and wellbeing benefits as well as reducing air pollution and benefitting biodiversity.

11.3 Green infrastructure

Although not directly linked to the strategic green corridor (figure A21) Redlands is located in a rural setting with views over countryside to the east. The use of green infrastructure based SuDS throughout the site would serve a dual purpose (thereby optimising the land take required), and would help link the developed area with surrounding landscape, softening the edges of the development and helping to protect the character and identity of nearby Wanborough, Bishopstone and Bourton. It would thus contribute to other policy objectives such as creating green corridors, enhancing biodiversity and maintaining the non-coalescence zone as defined in Policy NC3.

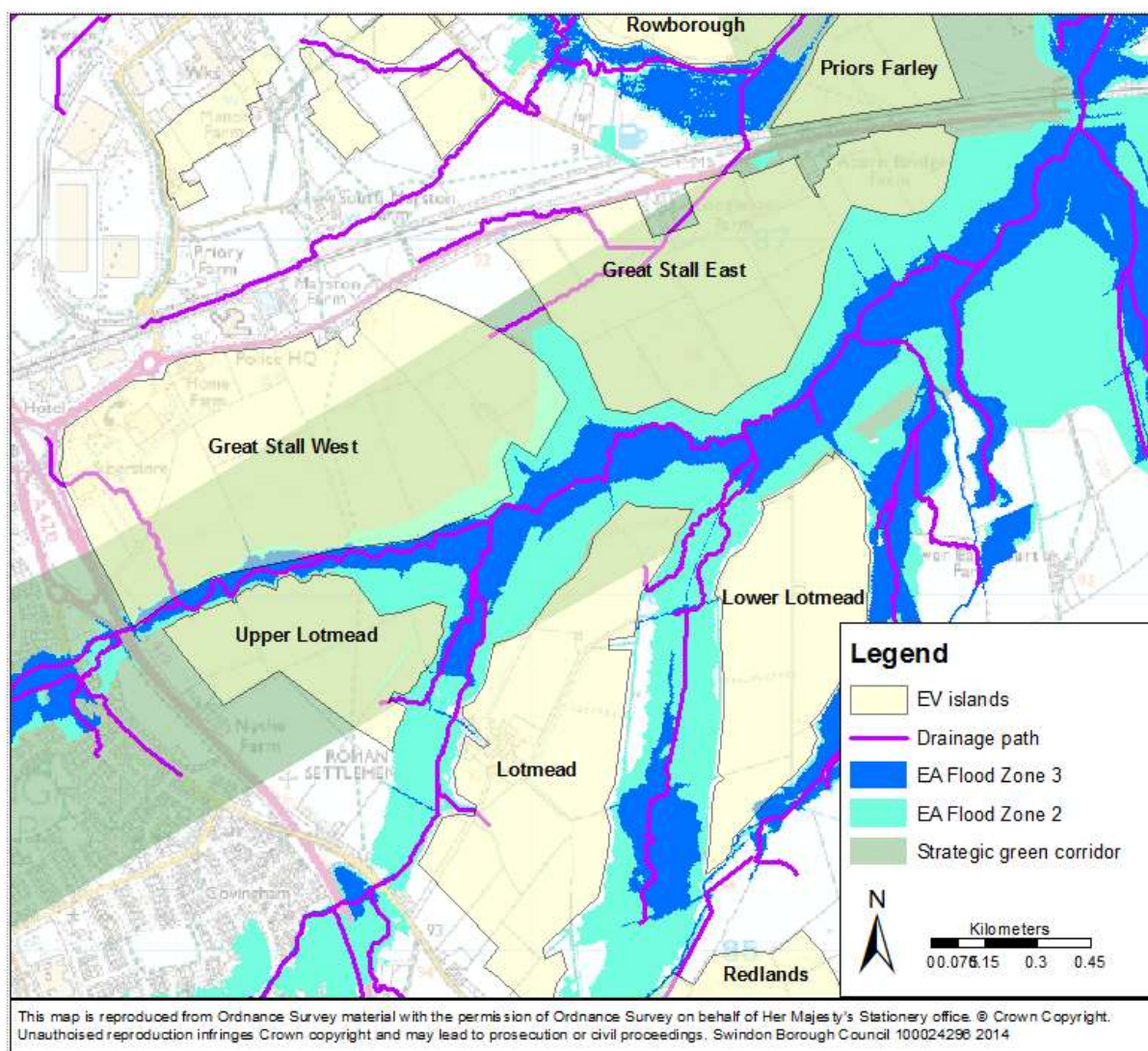


Figure A21: Green corridor

11.4 Multi-purpose spaces

Many types of SuDS, such as attenuation ponds, swales and wetlands, can form part of public open spaces providing that appropriate health and safety considerations are observed (e.g. signage,

shallow gradients). This can help to optimise the land available for development by combining several functions in one space. For example swales and rain gardens can make attractive features for parks and other public recreational areas, and playing pitches/outdoor sports areas can be designed to serve as attenuation during high rainfall events. However, the features must be carefully designed to ensure that they do serve a recreational or amenity function. SuDS features that do not provide any amenity or recreational function will not be permitted in public open space. See section 3, Table 2 for further guidance.

Table A7: Public open space allocation

Land use	Area allocated (ha)	Suitable for SuDS
Children's Play	0.11	Yes – shallow play areas
General Rec MOS LOS	0.36	Yes – if compliant Section 3, table 2
Playing Pitches	0.43	Yes – if compliant Section 3, table 2
Outdoor Sports	0.14	Yes – if compliant Section 3, table 2
Allotments	0.11	No

The implementation of SuDS is covered by a variety of legislation and policy ranging from European Directives, national legislation, high level Government strategy to local policies. This is supported by extensive guidance which facilitates implementation and develops technical understanding. The following definitions provide context.

Legislation: The body of law enacted by a legislative body. This includes European Directives, Acts of Parliament and UK Regulations. UK legislation may cover the whole of the UK, England and Wales or England alone, depending upon the legislation concerned.

Strategy: An overarching plan or approach developed to facilitate achievement of overall goals and objectives. In the context of this document, this includes local plans.

Policy: A statement of intent which helps to guide decisions and direction. It is implemented through a procedure or protocol.

Guidance: Information provided to assist in the implementation of tasks and actions to best achieve the desired results. Guidance is not strategy or policy but facilitates implementation and achievement of these.

The qualifiers:

- National – applies to the whole of the UK, England and Wales or England alone depending upon the legislation/strategy concerned
- Regional – applies to a broad geographic area which is explicitly defined only with additional context e.g. The South West of England (collection of named Counties), the Thames Basin and similar
- Local – applies to a narrow geographic area which is explicitly defined only with additional context e.g. the area covered by Swindon Borough Council, the area within the boundary of the Swindon Eastern Villages development area and similar

Presented below are summaries of the principal relevant documents. This should not be considered an exhaustive list. In particular, other sources of guidance are available and these will be useful to all those involved in the design, construction and future maintenance of SuDS.

Legislation

The principal relevant legislation for SuDS matters is as follows:

- The Water Framework Directive (WFD)⁶ –The WFD is EU legislation designed to improve and integrate the way water bodies are managed throughout Europe. The WFD establishes a strategic framework for managing the water environment through the concept of river basin management. The Directive requires Member States to prepare River Basin Management Plans, including a programme of measures. All water bodies must achieve good ecological status by the end of 2027, unless it is disproportionately expensive or technically infeasible. If either of these two derogations apply, then alternative, lower, objectives may be set. Any

⁶ <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32000L0060> and as pdf: <http://www.doeni.gov.uk/wfd.pdf>

changes to either drainage basins or river corridors therefore need to be considered carefully to ensure any impacts which could impact the ecological status of the water course are effectively mitigated.

- European Commission (EC) Directive on the assessment and management of flood risks (Directive 2007/60/EC)⁷. This 'Floods Directive' requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. Its aim is to reduce and manage the risks that floods pose to human health, the environment, cultural heritage and economic activity. Member States are to take into consideration long-term developments, including climate change, as well as sustainable land use practices in the flood risk management cycle addressed in this Directive.
- The Water Environment (Water Framework Directive) (England and Wales) Regulations 2003⁸ These Regulations made provision for the purpose of implementing the Water Framework Directive. The Regulations require a new, strategic planning process to be established for the purposes of managing, protecting and improving the quality of water resources through river basin management.
- The Flood Risk Regulations 2009⁹ - The purpose of the Flood Risk Regulations is to transpose the 'Floods Directive' into domestic law and to implement its provisions. The Regulations outline the roles and responsibilities of the various authorities consistent with the Flood and Water Management Act 2010 (see below) and provide for the delivery of the outputs required by the Directive. The Directive requires EC member states to develop and update a series of tools for managing all sources of flood risk.
- The Flood and Water Management Act 2010¹⁰ provides extensive management of flood risk for people, homes and businesses. The Act brings together the recommendations of the Pitt Review and previous policies, to improve the management of water resources and create a more comprehensive and risk-based regime for managing the risk of flooding from all sources. The act introduces the Lead Local Flood Authority (LLFA) role and encourages the uptake of sustainable drainage systems (SuDS) by removing the automatic right to connect

⁷ http://eur-lex.europa.eu/legal-content/EN/TXT/?ELX_SESSIONID=4pFTJGIBynd9kWY0KdMrNhsl1Z96pFBDRnnKIHJtsJj11HNQxGm!-297897114?uri=CELEX:32007L0060

⁸ <http://www.legislation.gov.uk/ukxi/2003/3242/contents/made> and as pdf: http://www.legislation.gov.uk/ukxi/2003/3242/pdfs/ukxi_20033242_en.pdf and http://www.persona.uk.com/bexhill/Core_docs/CD-03/CD-03-12.pdf

⁹ <http://www.legislation.gov.uk/ukxi/2009/3042/made>

¹⁰ http://www.legislation.gov.uk/ukpga/2010/29/pdfs/ukpga_20100029_en.pdf

to sewers and provides for LLFAs to adopt SuDS for new developments and redevelopments. As a LLFA, Swindon Borough Council will take on new powers and responsibilities introduced by the Act. Schedule 3 to the Act makes Swindon Borough Council the SuDS Approving Body (SAB) for its administrative area, responsible for approving all surface water drainage systems for new developments in line with a set of National Standards set out by government as well as any specific local standards. **Note:** National standards and specified criteria for sustainable drainage have been drafted (Defra/DCLG consultation document: Delivering Sustainable Drainage Systems, Sept 2014¹¹). However, until Schedule 3 of the Act is enacted, SBC will have an interim approach to approvals and adoption which will be negotiated through the planning application process.

- Water Act (May 2014)¹² The focus of this act is primarily the water industry and its purpose ranges across licensing of the water industry, infrastructure adoption and regulation for the water supply and sewerage industry, the Environment Agency's (and Natural Resources Wales') duties with regard to maintaining the main river maps, provision of flood insurance for household premises, procedures for internal drainage boards and amendments for Regional Flood and Coastal Committees. The act will serve to reform the water industry to make it more innovative and responsive to customers and to increase the resilience of water supplies to natural hazards such as drought and floods.
- Land Drainage Act 1991¹³/Water Resources Act 1991¹⁴: Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8m of the top of the bank of the main river, this includes any headwalls. Any culverting or works affecting the flow of a watercourse requires the prior written consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Environment Agency seeks to avoid culverting, and its consent for such works will not normally be granted except as a means of access.
- The Building Regulations, Part H, Drainage and Waste Disposal¹⁵ requires that rainwater shall discharge to one of the following, listed in priority order: (a) an adequate soakaway or some other adequate infiltration system, or, where that is not reasonably practicable, (b) a water course, or, where that is not reasonably practicable, (c) a sewer.

Policy and Strategy

This area includes strategy plans and policy statements

National

¹¹ https://consult.defra.gov.uk/water/delivering-sustainable-drainage-systems/supporting_documents/20140912%20SuDS%20consult%20doc%20finalfinal.pdf

¹² <http://www.legislation.gov.uk/ukpga/2014/21/contents/enacted>. (as pdf: http://www.legislation.gov.uk/ukpga/2014/21/pdfs/ukpga_20140021_en.pdf)

¹³ <http://www.legislation.gov.uk/ukpga/1991/59/contents>

¹⁴ <http://www.legislation.gov.uk/ukpga/1991/57/contents>

¹⁵ http://www.planningportal.gov.uk/uploads/br/BR_PDF_AD_H_2010.pdf

- Future Water (Defra, February 2008)¹⁶, the Government's Water Strategy for England, sets out a vision for effective surface water drainage, taking account of climate change and housing development. This includes surface water management solutions which will involve increased use of SuDS and surface water flow routes, thereby making optimum use of the capacity of the landscape to store and convey surface water, taking demand off the below-ground systems.
- Making Space for Water¹⁷ (MSfW) (published on 29th July 2004 as a consultation document) is the cross-Government programme which sets out a holistic approach to take forward the development of a new strategy for flood and coastal erosion in England. The Government will, over the 20-year lifetime of the strategy, implement a more holistic approach to managing flood and coastal erosion risks in England. The approach involves taking account of all sources of flooding, embedding flood and coastal risk management within a range of Government policies and reflecting other relevant Government policies in the policies and operations of flood and coastal erosion risk management.
- National flood and coastal erosion risk management strategy for England¹⁸ (2011). This strategy provides the overarching framework for future action by all risk management authorities to tackle flooding and coastal erosion in England with a focus on understanding the risks, empowering communities and building resilience. It has been prepared by the Environment Agency with input from Defra, to ensure it reflects Government policy. Localism is at the heart of the new strategy, recognising that there is a limit to what Government and national bodies can achieve alone, and that national priorities are only part of the picture.
- National Planning Policy Framework (NPPF) 2012¹⁹: The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The Framework condensed over two-dozen previously issued planning policy statements (PPS) and planning police guidance (PPG). It supports the objective of the planning system to contribute to the achievement of sustainable development. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. The flood risk policy is contained in Chapter 10 of the NPPF (titled: 'Meeting the challenge of climate change, flooding and coastal change'). The NPPF and its associated Practice Guidance (see below) retain the principles of PPS25 (Development and Flood Risk Practical Guide) in

¹⁶ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69346/pb13562-future-water-080204.pdf

¹⁷ (HM Treasury, Office of the Deputy Prime Minister, Department for Transport and Defra, March 2005) <http://webarchive.nationalarchives.gov.uk/20060214013227/http://defra.gov.uk/corporate/consult/waterspace/consultation.pdf>

The first Government response to the consultation is published:

<http://archive.defra.gov.uk/environment/flooding/documents/policy/strategy/strategy-response1.pdf>. See also: <http://archive.defra.gov.uk/environment/flooding/policy/strategy/>

¹⁸

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/228898/9780108510366.pdf

¹⁹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

seeking to avoid inappropriate development in areas at risk of flooding and to direct development away from areas of highest risk. Where new development is necessary in areas of higher risk, it should be made safe, without increasing flood risk elsewhere. Clause 103 (Chapter 10) requires developments to give priority to sustainable drainage systems.

- NPPF (reference as above) Chapter 11. Conserving and enhancing the natural environment requires that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity.

Regional

- River Basin Management Plan: Thames River Basin District²⁰ (Water for Life and Livelihoods) published by Defra/Environment Agency: The Thames River Basin District covers an area of 16,133 square kilometres from the source of the River Thames in Gloucestershire through London to the North Sea. The Management Plan sets down quality targets for local rivers and watercourses and encourages the enhanced use of SuDS. Swindon is identified as one of six growth points in the basin which form the focus for targeted housing growth, regeneration and economic development.
- Thames Catchment Flood Management Plan (CFMP) (December 2009)²¹: The role of the CFMP is to establish flood risk management policies which will deliver sustainable flood risk management for the long term. Swindon falls into Sub Area 7 categorised as 'Expanding towns in flood zone locations'. The preferred policy for Sub Area 7 is Policy 4 which states that these are areas of low, moderate or high flood risk where we are already managing the flood risk effectively but where we may need to take further actions to keep pace. Managing the consequences of flooding will be the main feature of future flood risk management in these places. The proposed expansion of these places will need flood risk to be considered and inform the location, layout and design of new development.

Local

- Swindon Borough Local Plan 2026²², Swindon: Planning for the Future. Pre-submission Document, December 2012: The Swindon Borough Local Plan 2026 is the main planning policy document for the Borough. It sets out how much housing, employment and retail development the Borough needs up to the year 2026 and where this should be. The plan also sets out what infrastructure will be needed to enable this development to take place. Policy EN6: Flood Risk states: 'All development shall be required to provide a drainage

²⁰ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/289937/GETH0910BSWA-e-e.pdf

²¹

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/293903/Thames_Catchment_Flood_Management_Plan.pdf

²² <http://www.swindon.gov.uk/localplan/webpages> and as pdf:

<http://www.swindon.gov.uk/ep/ep-planning/planningpolicy/ep-planning-localdev/Documents/Local%20Plan%20Pre-Submission%20draft.pdf>

strategy. Developments will be expected to incorporate sustainable drainage systems and ensure that run-off rates are attenuated to greenfield run-off rates. Higher rates would need to be justified and the risks quantified.’ The Swindon Eastern Villages is included specifically in the Local Plan as Policy NC3 (New Communities 3): New Eastern Villages - including Rowborough and South Marston Village Expansion.

- A Green Infrastructure Strategy for Swindon 2010-26: Revised Consultation Document (2011)²³ provides a comprehensive plan for the protection of existing and the creation of new green infrastructure in the Borough.
- Green Infrastructure Framework (GIF) Guiding Principles (Oct 2013) – East Swindon. This document, sub-titled: The delivery of integrated biodiversity, landscape and recreational resources, sets out the overarching guiding principles for East Swindon’s GIF. It provides a mechanism in which to secure a high quality GIF and it is anticipated that the document will be used as a template for the detailed landscape design stage. The document sets out the plan in the context of national and Local policies and guidance including Green Infrastructure Guidance (Natural England) (NE176) October 2011, the National Planning Policy Framework and the Swindon Borough Local Plan.
- Local Flood Risk Management Strategy: Swindon Local Flood Risk Management Strategy (LFRMS) aims to manage flood risk in a way that will benefit people, property and the environment (Web link for SBC local flood risk management strategy consultation²⁴ and LFRMS Summary document²⁵). The Strategy is consistent with the Environment Agency’s National Strategy for Flood and Coastal Erosion Risk Management. The Strategy covers the period to 2019 with a formal review in 2018. The Action Plan that forms part of the LFRMS will be reviewed annually and an update published along with a progress report.

Guidance and supporting documents

National

- Surface Water Management Plan (SWMP) Technical Guidance (Defra, March 2010)²⁶. This SWMP Guidance provides a framework allowing different organisations such as local authorities and water companies, to work together and develop suitable solutions to surface water flooding problems. The SWMP Guidance has been written for local authorities, in order to assist them during co-ordination of local flood risk management activities. The Guidance outlines preferred surface water management strategy in a given location. It also

²³ [http://www.swindon.gov.uk/ep/ep-planning/planningpolicy/ep-planning-localdev/localplanexamination/Documents/CD%208.6%20-%20A%20Green%20Infrastructure%20Strategy%20for%20Swindon%202010-2026%20Revised%20Consultation%20Document%20\(SBC\).pdf](http://www.swindon.gov.uk/ep/ep-planning/planningpolicy/ep-planning-localdev/localplanexamination/Documents/CD%208.6%20-%20A%20Green%20Infrastructure%20Strategy%20for%20Swindon%202010-2026%20Revised%20Consultation%20Document%20(SBC).pdf)

²⁴ <http://www.swindon.gov.uk/floodrisk>

²⁵ <http://www.swindon.gov.uk/cd/Council%20and%20Democracy%20Document%20Library/Information%20-%20Consultation%20-%20LFRMS%20Summary.pdf>

²⁶ <https://www.gov.uk/government/publications/surface-water-management-plan-technical-guidance> (pdf: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69342/pb13546-swmp-guidance-100319.pdf, Annexes: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69343/pb13546-swmp-guidance-annex-100319.pdf)

outlines Water Management Plans; for example, who to involve, how to assess flood risk and management/mitigation measures, and how to develop a strategy and action plan.

- Green Infrastructure Guidance (Natural England) (NE176) October 2011²⁷. In this document Natural England state that green infrastructure makes a contribution to one of their strategic outcomes (a healthy natural environment). Well planned Green Infrastructure encompassing new and enhanced sites and habitats contributes to high quality and accessible landscapes and plays an essential role in maintaining and enhancing the health of the natural environment and its ability to provide a wealth of 'ecosystem services'. Section 3 contains information on: The value of planning for green infrastructure. This section demonstrates how green infrastructure contributes to spatial planning and sustainability objectives, the functions it fulfils, with a concise identification of resulting benefits in relation to Government policy priorities.
- NPPF guidance: Detailed guidance was issued with the NPPF (2012) (see above) in an accompanying document, the Technical Guidance to the National Planning Policy Framework, which in March 2014 was superseded by more extensive guidance in the Flood Risk and Coastal Change Planning Practice Guidance issued in the form of linked web pages²⁸. The guidance makes repeated reference to the need for reducing the overall level of flood risk in the area through the layout and form of the development and the appropriate application of sustainable drainage systems.
- The SuDS Manual, CIRIA (C697)²⁹ provides best practice guidance on the planning, design, construction, operation and maintenance of SuDS to facilitate their effective implementation within developments. A hierarchy or sequential approach to drainage planning – a 'SuDS Management Train' – is advised. SuDS designs should aim to reduce runoff by integrating storm water controls throughout the site in small, discrete units. Through effective control of runoff at source, the need for large flow attenuation and flow control structures should be minimised.

Local

- Swindon Water Cycle Study (January 2014)³⁰ (with Thames Water and the Environment Agency as project partners): This water cycle study was undertaken to ensure that proposed growth does not adversely impact on the existing water cycle environment and that new

²⁷ See: Natural England Publications on green infrastructure:
<http://publications.naturalengland.org.uk/category/49002>.

²⁸ <http://planningguidance.planningportal.gov.uk/blog/guidance/flood-risk-and-coastal-change/>

²⁹ <http://www.hackney.gov.uk/Assets/Documents/The-SuDS-Manual-C697.pdf>

³⁰ [http://www.swindon.gov.uk/ep/ep-planning/planningpolicy/ep-planning-localdev/localplanexamination/Documents/CD%208.36%20-%20Swindon%20Water%20Cycle%20Study%20\(CH2MHILL\).pdf](http://www.swindon.gov.uk/ep/ep-planning/planningpolicy/ep-planning-localdev/localplanexamination/Documents/CD%208.36%20-%20Swindon%20Water%20Cycle%20Study%20(CH2MHILL).pdf)

water services infrastructure can be planned for and provided alongside new development in a sustainable and cost-effective manner. The two primary concerns raised in the water cycle study were uncertainty over water resources environmental capacity and uncertainty over the capacity of the river systems to accept an increase in treated effluent without causing water quality failures.

- Sustainability Appraisal Reports³¹. Two documents are relevant:
 - Core Strategy & Development Management Policies - Proposed Submission Document: Sustainability Appraisal incorporating Strategic Environmental Assessment, July 2009
 - Eastern Villages Supplementary Planning Document: Sustainability Appraisal Report incorporating Strategic Environmental Assessment, July 2013.
- Strategic Flood Risk Assessment³²: Swindon Borough Council Strategic Flood Risk Assessment Level 1 SFRA - Final Report (Volume I), August 2008. This SFRA feeds directly into the preparation of Local Development Documents, including the Core Strategy and Site Allocation DPDs. In addition, the SFRA allows Swindon Borough Council to:
 - Prepare appropriate policies for the management of flood risk
 - Inform the sustainability appraisal so that flood risk is taken account of when considering options and in the preparation of strategic land use policies
 - Identify the level of detail required for site-specific Flood Risk Assessments (FRAs);
 - Determine the acceptability of flood risk in relation to emergency planning capability.

Design

All surface water drainage needs to be in accordance with the latest appropriate British and other recognised standards, and other relevant specifications and guidance documents, including, but not limited to the list below.

The following definitions may be helpful:

Standard: A Standard is something considered by an authority or by general consent as an approved model. It is an established norm or requirement for technical systems. It is usually in the form of a formal document that establishes uniform engineering or technical criteria, methods, processes and practices.

³¹ <http://www.swindon.gov.uk/ep/ep-planning/planningpolicy/ep-planning-localdev/Documents/proposedsubmissionsustainabilityappraisal.pdf> and <http://www.swindon.gov.uk/ep/ep-planning/planningpolicy/ep-planning-localdev/Documents/Eastern%20Villages%20Sustainability%20Appraisal%20Report.pdf>

³² [http://www.swindon.gov.uk/ep/ep-planning/planningpolicy/ep-planning-localdev/Documents/swindon_sfra_level_1_sfra_report_28aug08\[1\].pdf](http://www.swindon.gov.uk/ep/ep-planning/planningpolicy/ep-planning-localdev/Documents/swindon_sfra_level_1_sfra_report_28aug08[1].pdf)

Specification: A Specification is an explicit set of requirements to be satisfied by a material, design, product, or service.

- Civil Engineering Specification for the Water Industry (7th edition)
- BS EN 752: 2008 Design of Sewers Outside Buildings
- Sewers for Adoption (7th edition)
- SuDS Manual – CIRIA (C697)
- Planning for SuDS, making it happen – CIRIA (C687)
- Site handbook for the construction of SuDS – CIRIA (C698)
- SuDS retrofitting – Retrofitting to manage surface water – CIRIA (C713), 2012
- HR Wallingford Report SR 640: Kellagher RBB and Lauchlin CS. Use of SuDS in high density developments, defining hydraulic performance criteria.
- HR Wallingford Report SR 666: Kellagher RBB and Lauchlin CS. Use of SuDS in high density developments, guidance manual.
- Designing for exceedance in urban drainage – good practice – CIRIA (C635)
- Building greener. Guidance on the use of green roofs, green walls and complementary features on buildings – CIRIA (C644)
- Rainwater and greywater reuse in buildings: best practice guidance – CIRIA (C539)
- Environment Agency Green roof tool kit.
- Environment Agency Pollution Prevention Guideline PPG3, Use and design of oil separators in surface water drainage systems.
- Structural design of modular geocellular drainage tanks – CIRIA (C680)
- British Standard BS 7533-13: 2009. Pavements constructed with clay, natural stone or concrete pavers – Part 13: Guide for the design of permeable pavements constructed with concrete paving blocks and flags, natural stone slabs and setts and clay pavers
- Source control using constructed pervious surfaces – CIRIA (C582)
- Interpave - Guide to the Design, Construction and Maintenance of Concrete Block Permeable Pavements
- Interpave - Understanding Permeable Paving
- All relevant Health and Safety Legislation, Codes of Practice and other relevant guidelines for the purposes of the safe operation and maintenance of the installations
- BS7671: 1992 Requirements for Electrical Installations
- IEE Wiring Regulations

As noted above, National standards and specified criteria for sustainable drainage have been drafted. This guide follows current best practice in the design and construction of SuDS. When the standards are formally implemented, this guide will be reviewed and updated if necessary.

