

# Swindon Borough Council

## Planning Committee

**Tuesday, 13 June 2017**

Council Chamber, Civic Offices

At 6.00 p.m.

### **Conservative Councillors**

*Vera Tomlinson  
Nick Martin  
Alan Bishop  
Kevin Parry  
Timothy Swinyard  
Gary Sumner  
Eric Shaw*

### **Labour Councillors**

*John Ballman  
Peter Watts  
Steph Exell  
Derique Montaut  
James Robbins*

### **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](mailto: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**

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## **AGENDA**

### **1. Apologies for Absence**

### **2. Appointment of Vice-Chair**

### **3. 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.

### **4. Minutes (Pages 1 - 2)**

To receive the minutes of the meeting held on 9<sup>th</sup> May 2017



5. **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.
6. **Determination of Planning and Related Applications** (Pages 3 - 5)
7. **S/OUT/16/2034/TB Outline application for up to 52no. dwellings - Access not reserved Land South Of High Street, Blunsdon, Swindon** (Pages 6 - 24)
8. **S/HOU/17/0667/TB Erection of a first floor side and rear extension 67 Upham Road, Old Walcot, Swindon** (Pages 25 - 33)
9. **S/17/0213 Use of timber building as dog grooming business- Retrospective 6 Fitzgerald Avenue, Highworth, Swindon,** (Pages 34 - 43)
10. **New Eastern Villages (NEV) Island Bridge Vision Supplementary Planning Document (SPD)** (Pages 44 - 121)

**Date of Despatch:** 01 June 2017

**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://ww5.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, 9 MAY 2017**

PRESENT: - Councillors Kevin Parry (Chair), John Ballman, Nick Martin, Cathy Martyn, Timothy Swinyard, Steph Exell, Derique Montaut, James Robbins Gary Sumner, Vera Tomlinson, and Peter Watts,

Apologies for absence were received from Councillor Stan Pajak.

**45. Declarations of Interest**

The Chair reminded Councillors to declare any known interests in any of the matters to be considered by the Committee.  
No such declarations were made.

**46. Minutes**

Resolved – That the minutes of the meeting held on 11<sup>th</sup> April 2017, be confirmed and signed.

**47. Public Question Time**

There were no public questions

**48. 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 report circulated with the Committee Agenda;
- (d) The views of Councillor Holland in respect of application numbered S/OUT/15/1985
- (e) The comments of the following interested persons:-

<u>App No.</u>	<u>Name</u>	<u>Address/Organisation</u>
S/16/768	Linda O'Sullivan Stuart Leech Eva Hamilton Jason Greenstreet	Applicant Stratton Parish Council 30 Dores Road 5 Hermitage Lane
S/16/2037	Christopher Roberts	Agent
S/OUT/15/1985	Sharon Brentnall	Agent

Resolved – (1) That the Head of Planning, Regulatory Services and Heritage be authorised to grant permission in respect of application numbered S/16/768

subject to the conditions set out in the Committee report together with any amendments, omitted or additional conditions that may be necessary including conditions related to: (a) a drainage strategy for the site (b) a boundary treatment of not more than 600mm height to replace the picket fence and (c) the storage of cycles on the site. In discharging the conditions in respect of drainage the Planning Officer shall consult with Ward Councillors and local residents

(2) That permission be granted in respect of application numbered S/16/2037 subject to the conditions listed in the Committee report as amended at the meeting.

(3) That the Head of Planning, Regulatory Services and Heritage be authorised to grant outline planning permission subject to:

- (a) Completion of a legal agreement to secure the planning obligations that are material to the decision (as set out in paragraph 7.125 of this report); and,
- (b) The conditions set out in this report, with delegated authority to make reasonable amendments, additions or omissions to those conditions before issuing formal consent as may be necessary.

The applicant has agreed to extend the period in which the application can be determined until Friday 12th May 2017. In the event that a further extension(s) of time is not forthcoming to enable the planning obligation to be completed and the decision issued, the Head of Planning, Regulatory Services and Heritage be authorised to refuse the application for the following reason:

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

(4) That permission be granted in respect of application numbered S/17/419 subject to the conditions listed in the Committee report.

## **Determination of Planning and related Applications**

**Planning Committee**

**Date: 13<sup>th</sup> June 2017**

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

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### **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

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

# **Determination of Planning and related Applications**

**Planning Committee**

**Date: 13<sup>th</sup> June 2017**

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

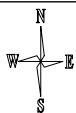
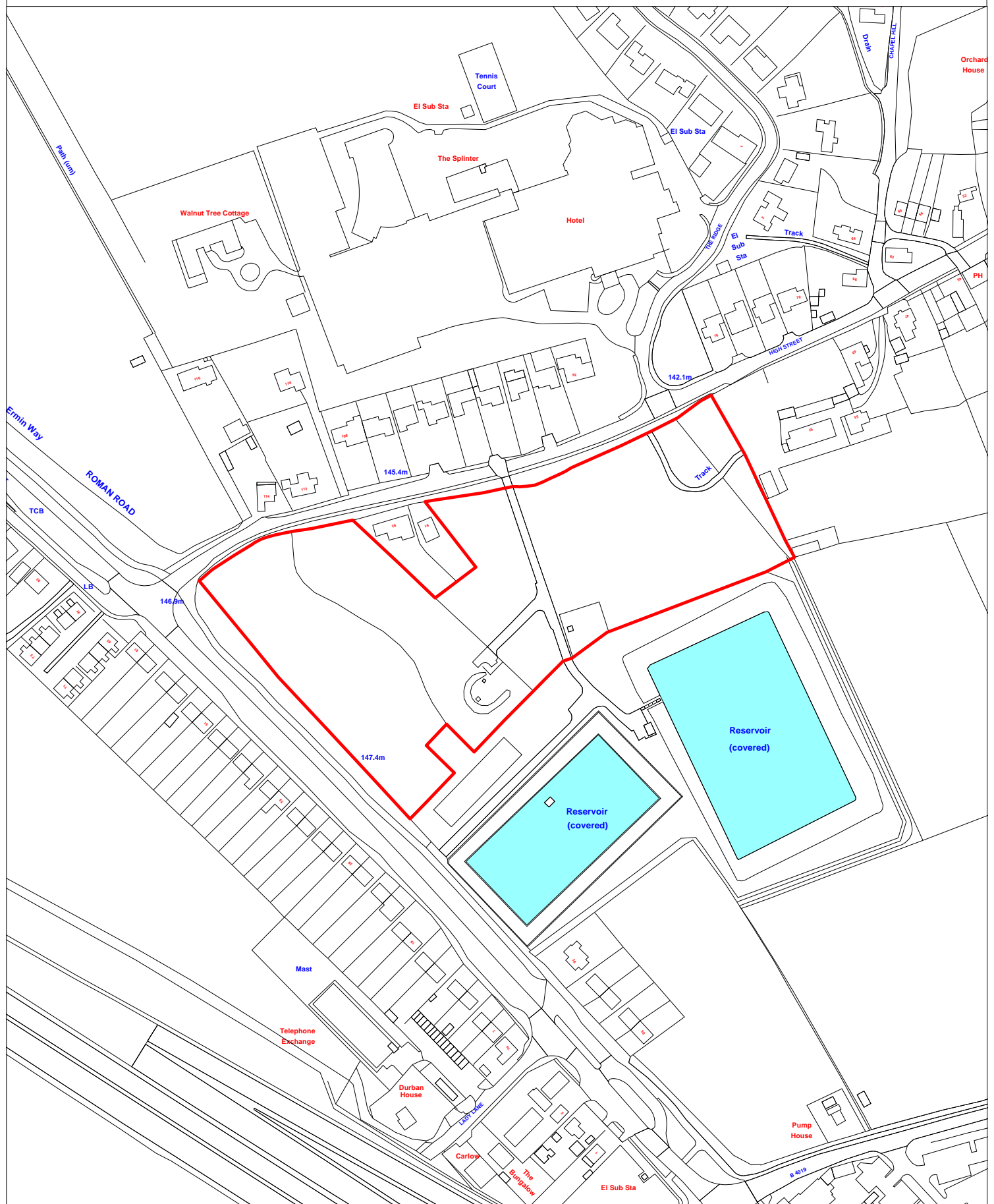
## **APPENDIX 1**

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

1. The approved Development Plan, consisting of
  - Swindon Borough Local Plan 2026, (2015), and the Swindon Borough Local Plan 2026 Policies Map (2015)
  - Wiltshire and Swindon Minerals Core Strategy, (2009)
  - Wiltshire and Swindon Minerals Development Control Policies DPD (2009)
  - Wiltshire and Swindon Aggregate Minerals Site Allocations Local Plan, (2013)
  - Wiltshire and Swindon Waste Core Strategy, (2009)
  - Wiltshire and Swindon Waste Development Control Policies DPD, (2009)
  - Wiltshire and Swindon Waste Site Allocations Local Plan, (2013)
  - Swindon Central Area Action Plan, (2009)
  - Wroughton Neighbourhood Plan (2016): for applications in Wroughton Parish
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

Outline application for up to 52no. dwellings - Access not reserved.

Land South Of High Street Blunsdon Swindon Wiltshire



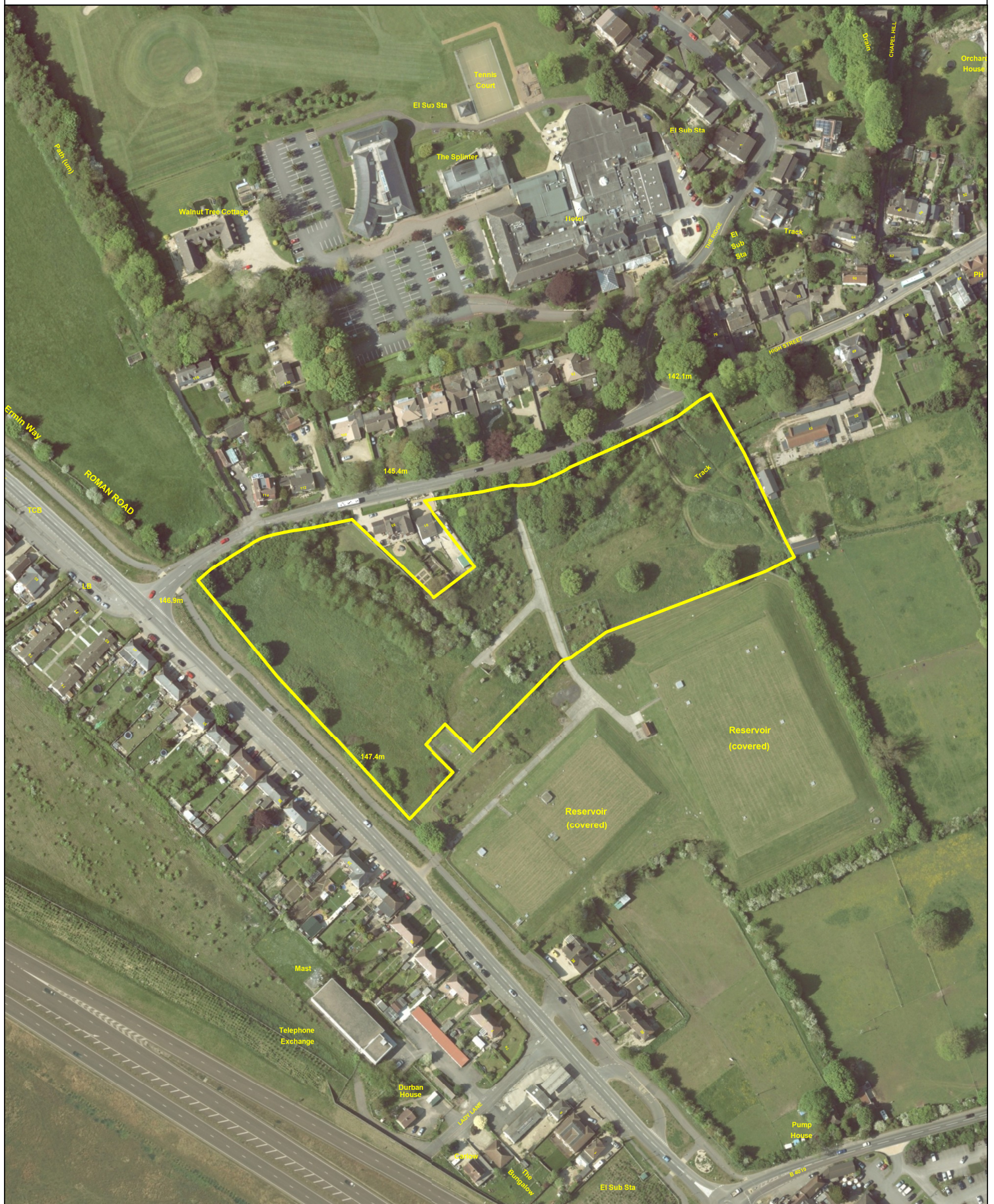
This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.  
In all cases references should be made to the submitted plans.



S/OUT/16/2034

Outline application for up to 52no. dwellings - Access not reserved.

Land South Of High Street Blunsdon Swindon Wiltshire



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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- KEY
- Proposed site boundary
  - Existing trees
  - Proposed trees
  - Existing shrub planting
  - Proposed shrub planting
  - Proposed structural planting
  - Proposed shared surface
  - Retained public rights of way
  - Proposed footpath
  - Proposed Road
  - Proposed parking
  - Proposed housing
  - Proposed driveway
  - Proposed lawn cover
  - Proposed private gardens
  - LEAP (Local Equiped Area of Play)
  - Street trees
  - Existing cycle path
  - Emergency vehicle access & Footpath / Cyclepath

LAND USE BUDGET

Developable site area	2.09 ha
Open Space	0.51 ha
<b>Total site area</b>	<b>2.60 ha</b>

SCHEDULE

2 bed bungalow	6
2 bed house	7
3 bed house	19
4 bed house	20
<b>Total Density</b>	<b>52 units 20 dph</b>

Land at Blunsdon Reservoir  
on behalf of Thames Water

Note:- Reproduced from the Ordnance Survey Map with the permission of the Controller of Her Majesty's Stationary Office (HMSO). Crown copyright.  
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scale	1:1000 @A3	date	10th April 2017
drawn by	MB		
checked by	SW		



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## COMMITTEE REPORT

**Item Number:** 7

**Application Number:**  
S/OUT/16/2034/TB

**Ward:** Blunsdon And Highworth

**Parish:**  
Blunsdon

**Proposal:** Outline application for up to 52no. dwellings - Access not reserved.

**Site Location:** Land South Of High Street, Blunsdon, Swindon

**Case Officer:** Tom Buxton

**Contact Details:** Tel: (01793) 466240 Email: tbuxton@swindon.gov.uk

**Agent:**

Mr Matthew Dawber  
Savills Ltd  
Wytham Court  
11 West Way  
Oxford  
OX2 0QL

**Applicant**

Thames Water Property Services Ltd  
C/o Agent

### Officers Report

Background:

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

Summary of Recommendation:

2. That the Head of Planning, Regulatory Services and Heritage be authorised to GRANT planning permission subject to conditions and the completion of a Section 106 agreement to secure the necessary mitigation.

The Proposal:

3. This application seeks outline planning permission for the erection of up to 52 dwellings with all matters reserved apart from the means of access to the development on land south of the High Street, Blunsdon.
4. Access would be in the form of a T-junction directly from/onto the High Street.
5. Whilst the matters of layout, scale, appearance and landscaping are reserved for subsequent approval the application submission includes an indicative masterplan that demonstrates how the site could be developed. This indicative plan demonstrates the provision of detached and semi-detached dwellinghouses. The indicative masterplan also indicates that whilst the majority of the dwellings will be two-storey there could be some provision of single-storey properties also. The scheme is to deliver up to 36 open market and up to 16 affordable units.



6. The indicative masterplan also shows the provision of a local equipped area of play (LEAP) and the retained public right of way to the eastern side of the site.

#### The Site and Surroundings:

7. The site is an irregular shaped plot of land located to the south of the High Street and to the east of Ermin Street, Blunsdon. The plot is 2.60 hectares and is redundant operational land owned by Thames Water and is part brownfield consisting of hard standing areas as well grassed areas, trees and vegetation.

8. A public footpath runs in a north – south direction to the east of the site. The neighbouring property to the east has a right of way over part of the land for access.

9. There are residential properties to the north, east and west of the site. To the south is a covered reservoir (operated by Thames Water). Broad Blunsdon Conservation Area is located to the east of the site.

#### Representations:

10. Neighbours:

#### Original Plans:

Twelve representations of objection received in total from residents of Blunsdon. Each representation contained one or more of the following concerns:

- Traffic and highway safety (road infrastructure is at capacity)
- Storm water run-off
- Privacy
- Security
- Loss of greenspace
- Impact upon wildlife
- Impact upon character of Blunsdon/out of character
- Light & air pollution
- Village infrastructure can't cope (e.g. school, doctors, roads)
- Should develop in Swindon 1st (e.g. office to residential conversions)
- Noise and disturbance during construction

The following suggestions/recommendations were also made:

- Layout should be revised. Bungalows should be at the eastern and northern part of the site with houses at the back
- More sensible/safer to have the access off of Ermin Street
- Right of way to adjacent property should be moved to east and footpath fenced
- A roundabout be installed at The Ridge junction to slow traffic
- There should be more bungalows
- Consideration should be given to working hours and mud on road
- Consideration should be given to the inclusion of double yellow lines on the High Street
- Trees along High Street should be protected

#### Revised Plans

Five representations of objection received in total from residents of Blunsdon. The representations confirmed that the revisions did not overcome the previously raised objections plus that the number of units should be reduced.

11. Parish Council:

### Original Plans

Access on to the High Street is too narrow. The density of the site is nearer 30dph because of the easement for the water pipe. Blunsdon Village does not have the amenity and infrastructure to withstand further development, in addition there are the wider concerns about the additional traffic, in particular Cold Harbour junction which is already at capacity.

### Revised Plans

Object for reasons already cited on previous response. Access to site is dangerous particularly when considering future access/development on High Street/Ermin Street. The Parish Council also support resident's objections and suggestions for improved layout especially in respect of the bungalows.

### 12. Landscape:

In general terms concerned that indicative masterplan shows all the open space is pushed to the periphery of the site. Also concerned about the loss of trees/vegetation particularly as the proposed indicative layout does not allow for much new planting in mitigation and no street tree planting/significant planting in the public realm.

Although the revised indicative masterplan suggests the retention of more trees and the incorporation of street trees the open space is still located to the periphery of the site. Positive management/replacement planting should be encouraged along The High Street.

### 13. Arboriculture:

Concern regarding loss of trees. T31 (horse chestnut), T38 (horse chestnut), W39 (field maple woodland), G41 (mixed woodland) and G42 (group of alder and cherry) are all worth retaining. Agree with Landscape Architect that management/replacement planting should be encouraged along the High Street.

### 14. Forward Planning:

Acknowledge the contribution this proposal would make to the overall housing supply in the Borough and the contribution of affordable housing and lifetime homes. Whilst there are concerns over the scale and form of the development on the character of Broad Blunsdon and the sustainable development strategy of the Borough as a whole, it is not considered that the adverse impacts of the application would significantly and demonstrably outweigh the benefits of granting permission, and therefore a policy objection would not be sustained.

### 15. Highways:

No objections subject to suggested conditions.

### 16. Archaeology:

Following the completion of archaeological investigation works on site and the subsequent submission of the report, officer is content with the findings and no further archaeological work is required in relation to the development.

### 17. Housing Enabling Officer:

Content with provision of 30% affordable housing and offer comment in relation to the details of this.

### 18. Highways England:

No objection.

19. Dorset & Wiltshire Fire & Rescue:

Will object if application does not comply with SBLP policies SD1, DE1 and IN1. Suggest condition if application is to be approved. Advice offered in relation to Building Control and recommend the use of sprinklers.

Planning Considerations:

20. The relevant planning considerations with regard to the assessment of the application are the principle of the development, the impact upon the character of the area including the adjacent conservation area, highway implications and residential amenity 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, Planning Practice Guidance 2014. Other issues raised within the representations received will also be covered.

Planning Policy:

Adopted Local Plan 2026

21. The Swindon Borough Local Plan (SBLP) 2026 was adopted on 26th March 2015. The following adopted Swindon Local Plan 2026 policies are considered to apply.

- DE1 (High Quality Design)
- SD2 (The Sustainable Development Strategy); aims to meet Swindon's development needs whilst protecting the Borough's most important assets;
- HA2 (Affordable Housing); seeks all developments of 15 homes or more, or on sites larger than 0.5 hectares to provide 30% affordable homes;
- HA3 (Wheelchair Accessible Housing); seeks all development of 50 dwellings or more to provide 2% of them to be suitable for wheelchair user occupation.
- 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;
- IN1 (Infrastructure Provision); deals with infrastructure provision of developments;
- EN3 (Open Space); seeks all development to provide or contribute towards public;
- EN4 (Biodiversity and Geodiversity); aims for development to protect/enhance biodiversity.
- EN5 (Landscape Character and Historical Landscape); seeks development proposals to take account of their natural surroundings.
- EN10 (Historic Environment & Heritage Assets); deals with the protection of the Borough's listed buildings and conservation areas.

22. Also of relevance is Swindon Borough Council's adopted: Residential Design Guide

(2016), Supplementary Planning Guidance Note: Technical Guidance on Parking Standards (2007) and adopted Swindon Borough Council's Landscape Character Supplementary Planning Guidance.

National Planning Policy Framework 2012 (NPPF)

23. 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.

24. 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' and 12 'Conserving and Enhancing the Historic Environment'.

Principle of Development:

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

26. Policy SD2 delineates 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.

27. The application site is located outside of, but adjacent to, the Blunsdon settlement boundary. The site is therefore located in open countryside and thus the development is in conflict with Policy SD2 of the SBLP (in that none of the exception criteria are met). However it must also be considered that the site is bounded by existing residential development to the north and east of the site along the High Street, and west of the site along Ermin Street and by a covered reservoir to the south. Since the adoption of the SBLP two significant planning applications have been granted to the north and west of the site (61 dwellings at to the rear of 99 Ermin Street - S/13/1223) and 57 dwellings to the rear of 83 Ermin Street - S/13/0364), effectively extending the extent of built development at Ermin Street, Blunsdon, beyond the settlement boundary as defined in the Local Plan.

28. At the planning inquiry for Land East of Marlborough Road, Wroughton in January this year the Council outlined its housing land supply position at 3.04 years (with a 20% buffer). The Council therefore cannot currently demonstrate a five-year supply of deliverable housing land in accordance with paragraph 47 of the NPPF and thus in accordance with paragraph 49 of the NPPF relevant policies for the supply of housing are deemed out of date. The second bullet point of paragraph 14 of the NPPF is therefore invoked, which means 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 the NPPF indicate development should be restricted.

The lack of a demonstrable 5-year housing supply is not in itself a reason for approval. 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. In this instance the element of Policy SD2 referring to settlement boundaries cannot be considered as reason for refusal alone. The impacts of the development will be assessed below before the relevant planning balance exercise required by paragraph 14 of the NPPF can be concluded in this regard.

29. Paragraph 111 of the NPPF encourages the effective use of brownfield land. Whilst part of the site is undeveloped and green, part of it is made of hardstanding and can be classified as previously developed or brownfield land. This is considered to be material in the context of this case.

30. The village of Broad Blunsdon includes a shop, place of worship, village hall, doctor's surgery, pub, hotel, cemetery and recreation ground. There is also a bus service which serves The High Street for access to other services and facilities including employment. The proposal is therefore deemed to meet the requirement set out in the NPPF, para 55: 'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.'

31. Blunsdon Parish Council is currently preparing a Neighbourhood Plan for the area. It is at a relatively early stage though, not yet having reached submission stage and therefore has limited weight at the present time.

32. As detailed above, before a decision can be made on the overall acceptability of the principle of development an assessment of the impacts of the scheme has to be carried out.

#### Loss / Impact on Landscape / Countryside:

33. In landscape terms the site is outside of the rural settlement boundary and within the Mid Vale Ridge Landscape Character Area. The adopted SBLP policy EN5 (Landscape Character and Historic Landscape) states that development will only be permitted when the intrinsic character and local distinctiveness of landscape within the Borough are protected, conserved and enhanced. Similarly the NPPF requires the protection of valued landscapes.

34. In assessing the landscape impact the fact that the site does not consist of purely undeveloped land, in that it contains areas of hardstanding and was previously operational land are considerations here. As is the fact that the site is surrounded by developed land (residential to the north, east and south and a reservoir to the south). It must also be acknowledged that the land fronting Ermin Street directly to the north of the site has planning permission for a residential development. As such, whilst the land may be considered to be in the 'open countryside' in the context of the adopted SBLP soon the only non-developed space (that fronting Ermin Street to the north) surrounding the site will be built upon. Considering this plus the fact that it will be possible to retain/add planting to the northern and western boundaries, it is considered that the development will not impact significantly on the Mid Vale Ridge Landscape Character Area or the wider landscape setting of Blunsdon. It is important to note that the Inspector of the appeal for Land North of The High Street (for 69 houses under reference S/14/1304) reached the same conclusion regarding landscape impact. The allowed appeal was for a larger development. It also related to land that is more open and arguably more prominent within the landscape area.

35. The trees that are protected by tree preservation orders that are located in the north east corner of the site and within land immediately to the east can be safeguarded through achieving adequate separation distances to built form. The indicative masterplan shows that



this is possible through the inclusion of a soft landscaping buffer to the eastern boundary.

36. As a result of the above it is not considered that the landscape impacts of this proposal will be unacceptable and that the proposal is compliant with Policy EN5 of the SBLP and the NPPF in this regard.

#### Impact Upon Heritage Assets:

37. The proposal site partly adjoins the western boundary of the Broad Blunsdon Conservation Area, a designated heritage asset. Further to the east is a building of local significance in the form of 'The Limes', 49 High Street, a non-designated heritage asset.

38. The NPPF and Policy EN10 of the adopted SBLP both specifically refer to the need to protect the setting of heritage assets. Therefore whilst no part of the development site falls within the conservation area there is still a requirement for the proposal to conserve the setting of it in addition to conserving the significance of the building of local significance. Policy EN10 of the adopted SBLP states that "Proposals for development affecting heritage assets shall conserve and, where appropriate, enhance their significance and setting" and "Development within or which would affect the setting of the Borough's Conservation Areas will conserve those elements which contribute to their special character or appearance". At paragraphs 134 and 135 of the NPPF the requirement for a balancing exercise is set out where at the former less than substantial harm to the significance of a designated heritage asset (the conservation area) should be weighed against any public benefits, and at the latter paragraph where a non-designated asset (the building of local significance) is affected a balanced judgement is required having regard to the scale of any harm caused.

39. Due to the close proximity of the application site to the Broad Blunsdon Conservation Area it is acknowledged that there will be change to the setting of it, particularly when approaching it from the west (i.e. the introduction of housing on land that currently does not contain such built form). Through the retention of much of the trees to the northern boundary of the site, along The High Street and appropriate re-planting/management though it is argued that the impact caused to the setting of the conservation area will not be significant. Whilst the application is in outline (with access not served) and hence layout and landscaping are not up for consideration here, the indicative masterplan shows that it will be possible to retain/enhance a lot of the trees to the northern boundary as well as incorporating an undeveloped buffer of land to the eastern side. The latter means that built development could be kept away from the conservation area boundary with the indicative masterplan showing a separation distance of 20 metres made up of soft landscaping.

40. The aforementioned retention of vegetation to the northern boundary and the ability of built development to be kept away from the eastern boundary (that nearest to the conservation area) are elements that can be secured through the future reserved matters applications. Considering this it is argued that the impact that will be created upon the setting and significance of the conservation area will be minimal and certainly 'less than substantial' in the context of paragraph 134 of the NPPF. It is also considered that the development would not conflict with Policy EN10 of the adopted SBLP in that it would conserve the significance and setting of the conservation area.

41. The above argument is also applicable to the impact caused to the setting and significance of the building of local significance. The retention of northern boundary trees and the inclusion of a soft landscaping buffer to the eastern side of the site is deemed to be

sufficient justification to reach the same conclusion regarding impact upon the non-designated heritage asset as on the conservation area above. However it is also important to note that the building is some 65 metres away from the boundary of the site and therefore when adding the potential 20 metre width of the soft landscaping buffer this could rise to a separation distance of some 85 metres between the building and any of the new dwellings. Furthermore there are a number of substantial trees sited between the proposal site and the building of local significance. These additional factors suggests that the proposal will have a neutral impact upon No. 49 The High Street, a non-designated heritage asset with no harm being caused to its significance.

42. Returning to the balancing exercise required by Paragraph 134 of the NPPF, it is necessary to determine what, if any, public benefits the proposal will bring about in order that they can be weighed against the less than substantial harm to the setting of the conservation area. In this case the public benefits have been identified to be: the provision of much needed housing including affordable housing, the creation of new public open space and play area, the creation of jobs and investment through the construction phase and the increased support of local services by new residents. It is deemed that these public benefits will outweigh the minimal (less than substantial) harm caused to the setting and significance of the Broad Blunsdon Conservation Area.

#### Highway Access and Safety:

43. 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.

44. The applicant has assessed the local highway conditions and incorporated that evidence into the submitted Transport Statement (TS) in support of the development. The TS informs the local highway modifications, access design, traffic generation arising from the scheme and the impact upon local highway conditions.

45. The Highway Officer is satisfied that the proposed access off of The High Street is appropriate with regard to the development proposed and that the development will not unacceptably impact upon local highway conditions.

46. Following initial concerns expressed by the Drainage Officer further information was sought from the applicant. The applicant provided the requested information but at the time of writing a formal response from the Drainage Officer had not been received. It is deemed appropriate to add an appropriately worded condition to ensure acceptability with regard to flooding.

#### Residential Amenity:

47. 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.

48. The nearest residential properties to the development site are located on The High Street, in particular Nos 91 – 95 which directly adjoin the site. Whilst the matters of layout, scale and appearance (as well as landscaping) are reserved for future judgement it is evident from the proposed indicative masterplan that it will be possible to site the dwellings

at separation distances from these neighbouring dwellings to meet the standards set down within the adopted Residential Design Guide. As such there is no reason to suggest that it will not be possible to lay out the development in such a way to mean that the amenities of these properties as well as the ones further to the north, east and west will be protected in terms of privacy, access to light, outlook and noise. With regard to the latter whilst the closest residents are likely to experience a difference in terms of the types of noise they experience there is no reason to suggest a layout could not be achieved to safeguard these residents as much as possible in this regard.

49. Adequate amenity levels for future occupiers of the development will be controlled through the future reserved matters also to ensure adequate access to light and privacy.

#### Design, Layout and Character:

50. Swindon Local Plan policy DE1 states that high standards of design will be required for all types of development. The newly adopted Residential Design Guide also requires high design standards as well as offered guidance on layout, context and character amongst other factors. As above, the matters of layout, scale and appearance (as well as landscaping) are reserved for future judgement and hence are not up for consideration here. If/when such future reserved matters application are submitted these will be assessed against Policy DE1 of the adopted SBLP and the Design Guide. There is no reason at this stage to suggest that a suitable layout and appearance cannot be achieved whilst incorporating suitable landscaping or that the resulting character of this combined will not be acceptable. The comments of the Landscape Architect regarding the open space being on the periphery of the site is something that can be sought to be addressed at the later reserved matters stage.

#### Biodiversity:

51. The National Planning Policy Framework (NPPF) 2012 requires biodiversity to be taken into consideration during the determination of applications. Policy EN4: Biodiversity and Geodiversity of the adopted SBLP is relevant.

52. The planning application is supported by an Ecology Report that includes results of a habitat survey. The survey found no evidence of protected species living on the site. It concludes that whilst there is the potential for the site to support small numbers of some priority species (such as breeding birds and hedgehogs) it is too small to support populations/assemblages of such species of local/national importance, such that the presence of few individuals of such species would not pose a constraint to the proposed development. Recommendations and mitigations measures have been made within the document (such as potential re-surveys, appropriate planting and bird boxes) and an informative will be added to the permission to remind the developer of their responsibilities in this regard.

#### Other Issues:

#### Archaeological Impact:

53. The County Archaeologist requested investigations take place on site in the form of trial trenches with the findings to be reported prior to the determination of the application. These works have now been carried out and the County Archaeologist has confirmed that she is content with the findings of the report and that no further archaeological work is

required.

#### Affordable Housing:

54. In accordance with Policy HA2 of the SBLP affordable housing will be sought on all suitable sites proposed for development that comprise 15 or more dwellings or sites of 0.5 hectares or more. As such affordable housing is required to be provided on site at a ratio of 30%.

#### Accessibility:

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

#### Infrastructure Requirements:

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

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

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

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

58. The development is located within the Council's adopted CIL Charging Schedule 6th April 2015 Residential Zone 2. The standard CIL rate as set out in the adopted CIL Charging Schedule is currently £61.69 per square metre of net increase of floor space.

59. Policy EN3 of the adopted SBLP details a requirement to provide contributions towards off-site open space (as well as the provision of public open space and a LEAP on site).

60. No highway related contributions have been deemed applicable.

61. The contributions towards affordable housing and open space will need to be secured by means of a Section 106 legal agreement.

#### Consultee Comments:

62. With regard to the comments raised within the representations section that have not already been covered above the following is noted:

- There is no reason to suggest that the development will result in any unacceptable change/loss of security.
- Whilst the development will result in the creation of light from dwellings and streetlights and this will clearly be a change from the current situation this is not considered to be unacceptable.

- Noise, disturbance and mud on the road during the construction stage will be controlled as best as is possible through the incorporation of construction times and construction management plan conditions.
- There is no evidence to suggest that the development will create an unacceptable burden upon the village infrastructure.
- The inclusion of sprinklers within the development will be drawn to the applicant's attention by way of an informative on the consent.
- The suggestions made by residents of the village in terms of what they believe to be improvements to the scheme predominantly relate to the layout of it. Layout is however not a consideration of this outline application. Suggestions made regarding alterations to the highway access/highway alterations in the vicinity are not in front of the LPA to determine now. The Highway Officer is satisfied with the access proposed and the impact of the development upon the highway network and hence there is no scope to seek revisions in this regard.

#### Conclusion:

63. In conclusion to the above no specific policies within the NPPF have been identified which indicate development should be restricted. As such it is then purely a matter of a balancing exercise in relation to the first limb of the second bullet point of the decision-taking part of paragraph 14 of the NPPF as to whether any adverse impacts of the development would significantly and demonstrably outweigh the benefits. In this regard an assessment of the impact of the development has been undertaken above which has concluded that whilst contrary to Policy SD2 of the SBLP, the proposal will not result in any adverse impacts in terms of any harm to: highway conditions, residential amenity, biodiversity or archaeology. Whilst the development will result in a change to the character of the landscape and the setting of the conservation area it is also concluded that these will not be unacceptable impacts.

64. The benefits of the development in terms of the social dimension of sustainable development have been identified to be the provision of much needed housing, including affordable housing. In terms of the economic dimension the development would contribute towards economic growth during the construction phase, albeit that this would not be significant. Also, again not significant but the additional population created would also be likely to assist the local economy in terms of utilising local services. With regard to the environmental dimension, Blunsdon has public transport links and the village includes a range of services including a shop, a pub and church. Furthermore, the scheme would provide an area of public open space.

65. Whilst the development would conflict with Policy SD2 of the adopted SBLP and hence weighs against the proposal, in the current circumstances and in the circumstances of this specific site, this does not significantly and demonstrably outweigh the benefits of the proposal identified above. As such it is considered that the proposal would amount to sustainable development in terms of the NPPF and is acceptable.

#### Recommendation:

66. That the Head of Planning, Regulatory Services and Heritage be authorised to GRANT planning permission subject to the conditions set out below, together with any amended, additional or omitted conditions as may be appropriate and following the completion of a Section 106 agreement to secure the necessary mitigation – open space provision and affordable housing.

## Conditions

1) This approval shall be in respect of drawing number SK08 A and the Transport Statement, Design & Access Statement, Arboricultural Planning Statement, Ecology Report and Landscape & Visual Impact Assessment received by the Local Planning Authority on 13<sup>th</sup> December 2017 and drawing number SK07 C received on 12<sup>th</sup> April 2017.

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

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

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

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

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

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

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

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

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

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

iv) Details of the specification and position of fencing and of any other measures to be taken for the protection of any tree, bush or hedgerow, which is to be retained and which has been identified in paragraph i) above. Such fencing or any other measures shall be retained until the approved development has been completed or the Local Planning Authority has approved, in writing, that such fencing or any other measures may be removed;

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

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

6) No development comprising the erection of any dwelling above ground level shall take place until full details of the slab levels of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

7) No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 20m of the proposed access road, including the junction with the existing public road and associated visibility splays, as shown on drawing numbered PL01 Rev B has been completed to at least binder course level.

Reason: To reduce potential highway impact by ensuring that there is a satisfactory access at the commencement of construction works and for the duration of the development, in accordance with Policy TR2 of Swindon Borough Local Plan 2026.

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

Reason: To ensure a satisfactory means of access for occupants of the development in accordance with Policy TR2 of Swindon Borough Local Plan 2026.

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

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway in accordance with Policy TR2 of Swindon Borough Local Plan 2026.

10) No dwellings shall be occupied until full details of the road widening on High Street and hatching on Ermin Street have been submitted to and agreed in writing by the Local Planning Authority, implemented in accordance with the approved plans and opened to the public.

Reason: To reduce potential highway impact by ensuring that there is a satisfactory access to the development and at the commencement and duration of construction works in accordance with Policy TR2 of Swindon Borough Local Plan 2026.

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

Reason: To ensure that the opportunities for sustainable transport modes are taken up in accordance with Policy TR1 of Swindon Borough Local Plan 2026.

12) No development shall take place, including any site preparation works, 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. specify point of construction access and access route to the site;
- iii. provide for the parking of vehicles of site operatives and visitors;
- iv. provide for the loading and unloading of plant and materials;
- v. provide for the storage of plant and materials used in constructing the development;
- vi. provide for wet wheel washing facilities;
- vii. specify the intended hours of construction operations;
- viii. 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 2026.

13) The allocated private car parking spaces for each unit together with the visitor car parking spaces on the highway in association with those units, shall be laid out and made available for use prior to the occupation of the each unit. These spaces shall thereafter be retained only for the parking of motor vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety.

14) All private accesses within the development shall be by means of a dropped kerb crossing.

Reason: In the interests of highway safety.

15) Construction works associated with the development hereby permitted shall only take place between 0800 hours to 1800 hours on Mondays to Fridays and 0900 hours to 1300 hours on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of residential amenity.

16) The mitigation measures and further work recommendations set out in the Ecology Report shall be adhered to.

Reason: To safeguard protected species.

16) Prior to the occupation of the dwellings hereby permitted details of the incorporation of bird nesting boxes and bat roosting bricks as per the recommendations made within the ecology report.

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

17) Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in



consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason - To ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

18) Development shall not commence until a surface water drainage strategy, which details any on and/or off site drainage work and incorporates sustainable urban drainage principles has been submitted to and approved in writing by the Local Planning Authority. The strategy shall also include a timetable for the implementation of the approved works. No discharge of surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed and these shall be fully implemented in accordance with approved implementation timetable.

19) Not less than 2% of the total residential development shall provide ramped access with flush thresholds into all doorways, doorway widths, space for internal circulation and for through-the-floor lift vertical circulation, and for use of a bathroom, toilet and kitchen at entry level designed to provide for wheelchair user occupiers in accordance with a plan or schedule, which shall have been submitted to and approved in writing by the Local Planning Authority. These design features and provisions shall be retained for so long as the buildings hereby permitted remain in use as dwelling houses.

20) Development shall not commence above ground level until details for the provision of a water supply and fire hydrants necessary to meet the fire-fighting needs of the development (including the installation arrangements and the timing of such an installation) have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented in full accordance with the agreed details.

Reason: To ensure that adequate measures for fire-fighting can be incorporated into the development, including the construction phase.

## Informatives

1) There are large water mains crossing the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. It is advised that the developer contact Thames Water Developer Services with regard to all water infrastructure relating to the development at an early stage and before commencing any piling on Telephone No: 0800 009 3921.

2) 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](http://www.wfb.org.uk)

3) This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL visit [www.swindon.gov.uk/cil](http://www.swindon.gov.uk/cil) or telephone the SBC CIL Team on 01793 466289 or 466397 or email [cil@swindon.gov.uk](mailto:cil@swindon.gov.uk). To avoid additional financial penalties the requirements of the impact of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued.

4) In addition to this consent, please contact [gazetteers@swindon.gov.uk](mailto:gazetteers@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.

5) The suggested biodiversity enhancement measures set out in the Ecology Report shall be taken into consideration when proposals with regard to condition 5 are put forward.

End of Report

Erection of a first floor side and rear extension.

67 Upham Road Old Walcot Swindon SN3 1DL



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/HOU/17/0667

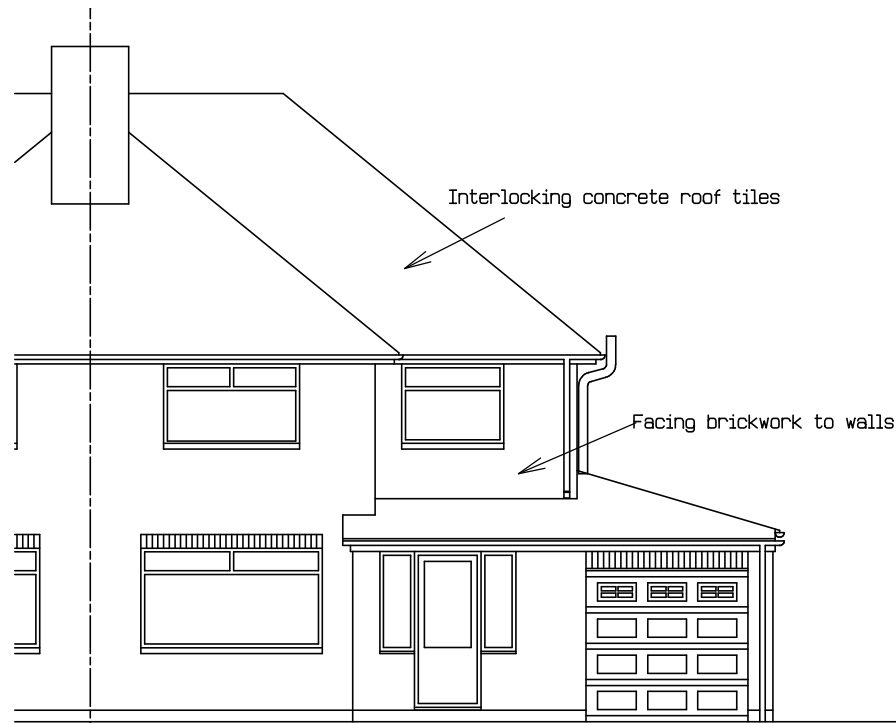
Erection of a first floor side and rear extension.

67 Upham Road Old Walcot Swindon SN3 1DL



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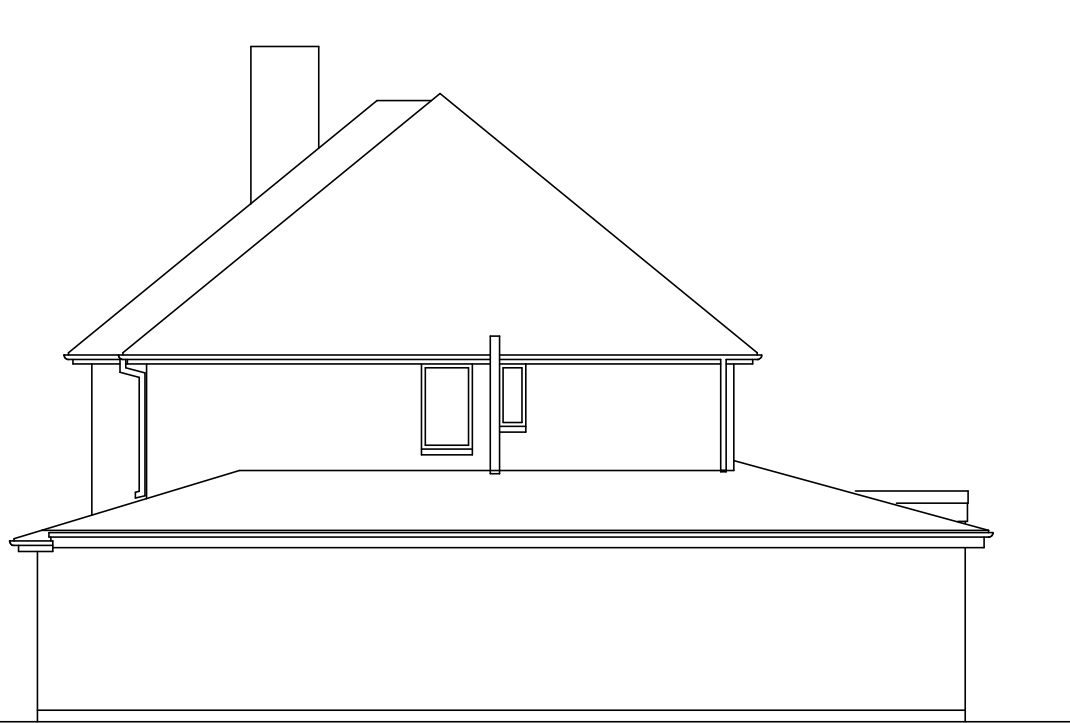




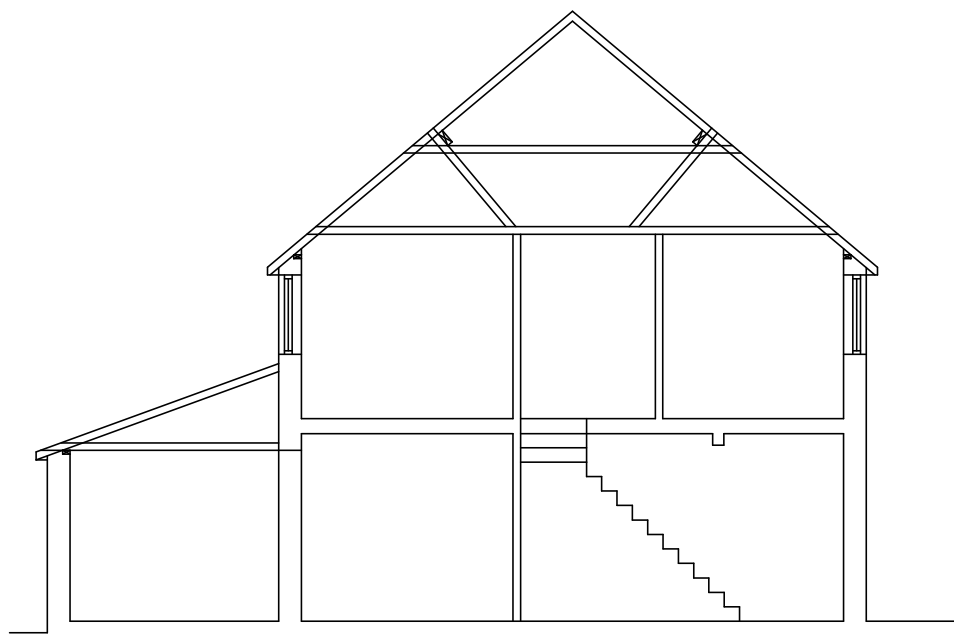
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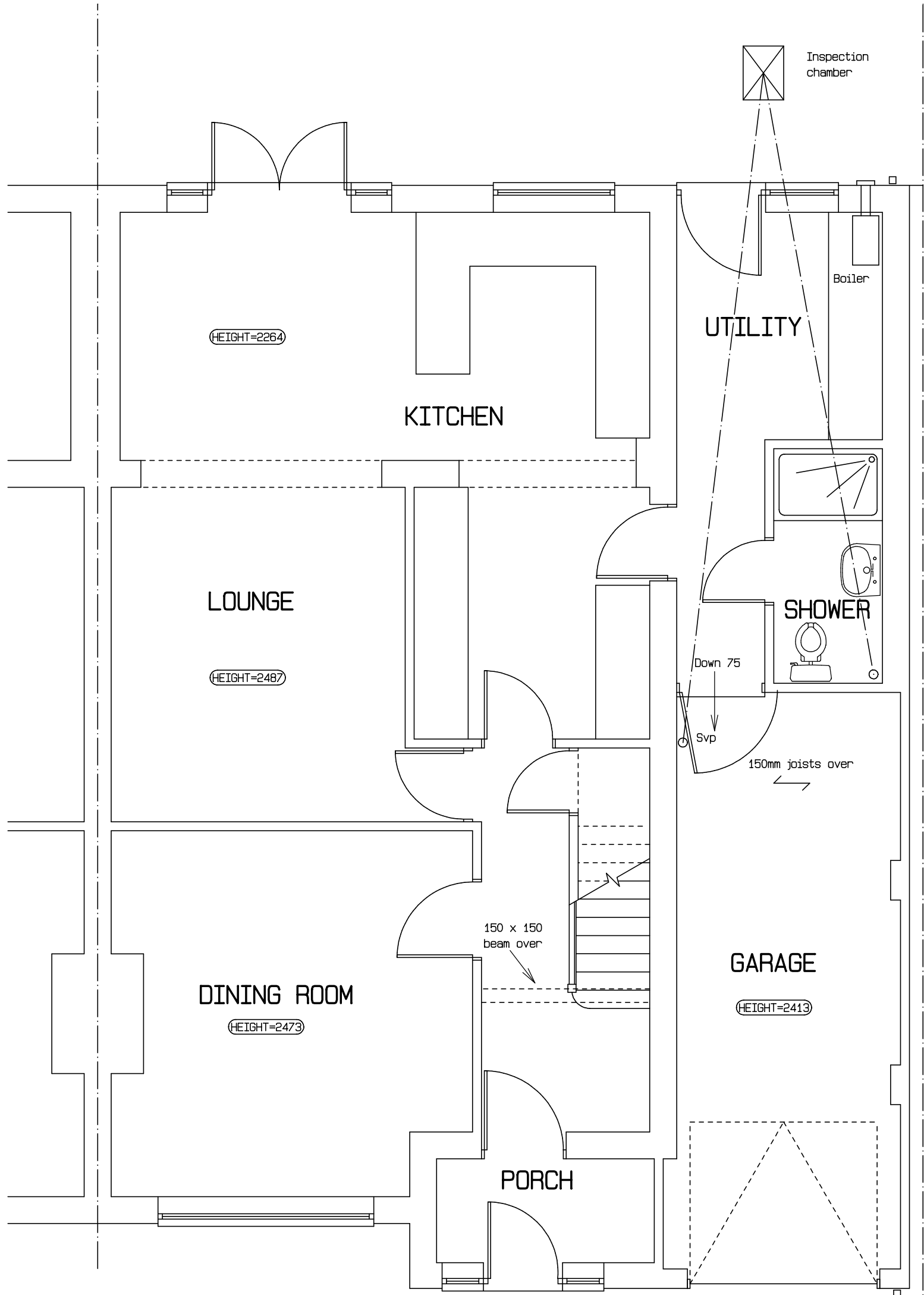
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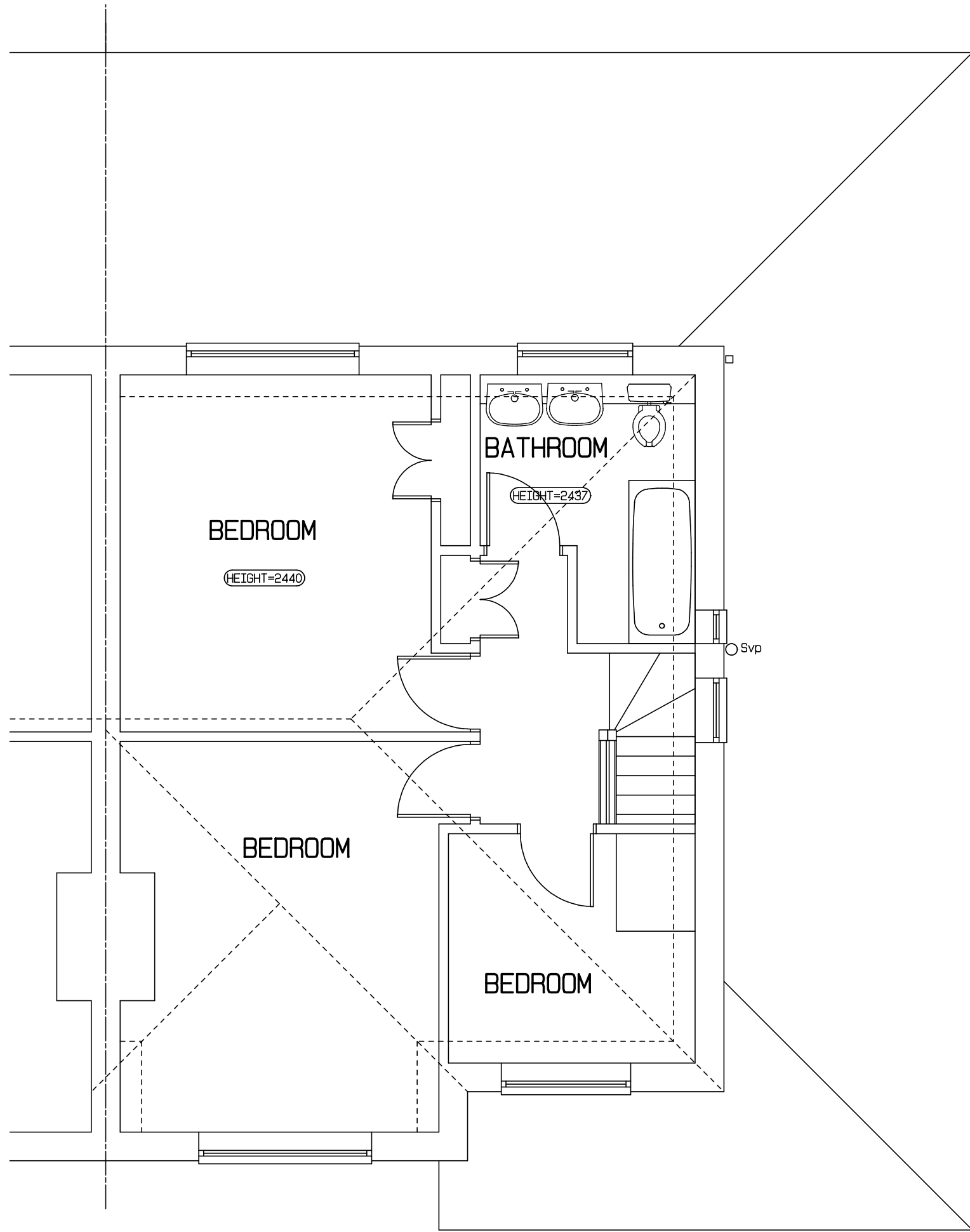
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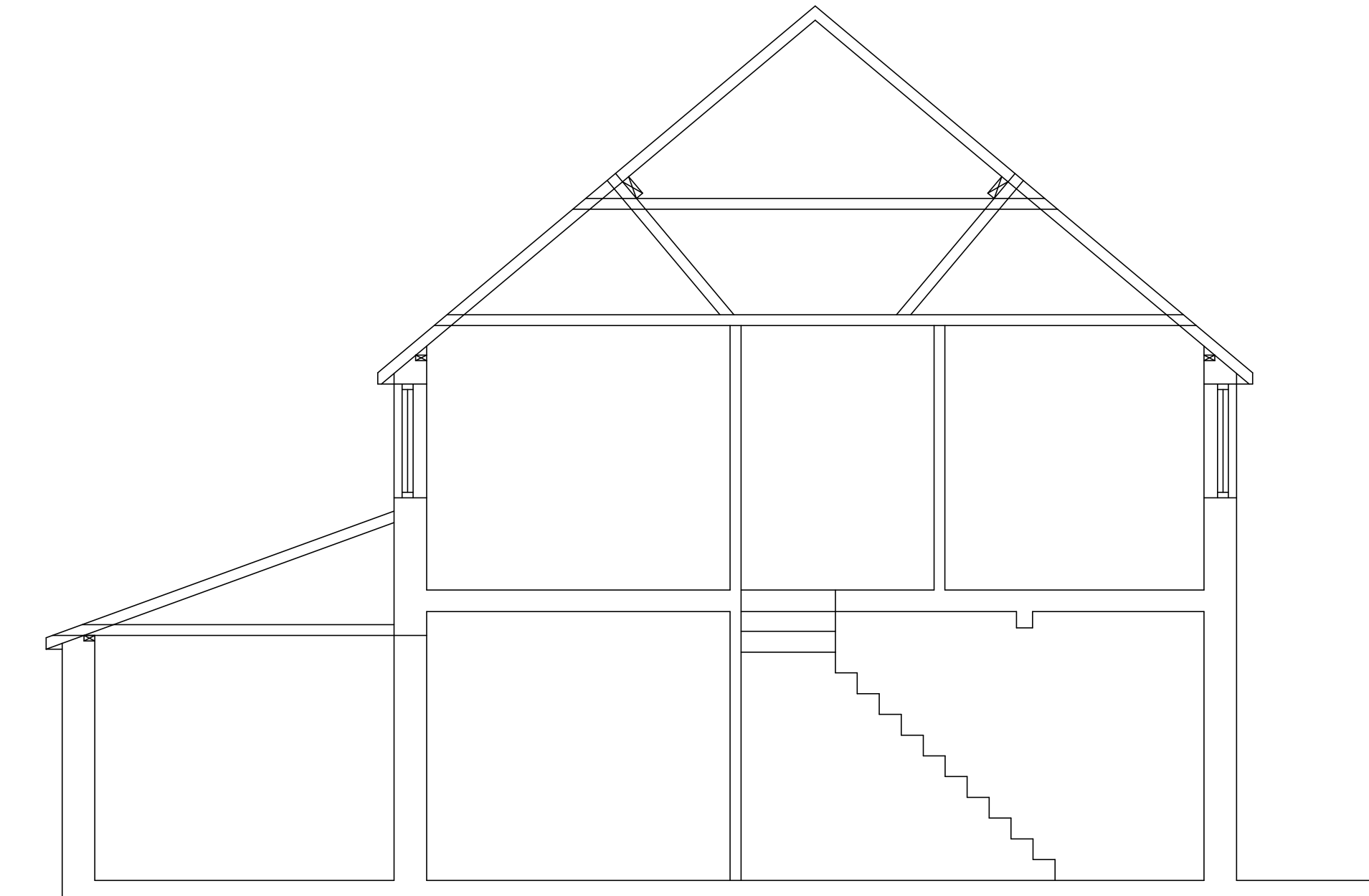
EXISTING SECTION



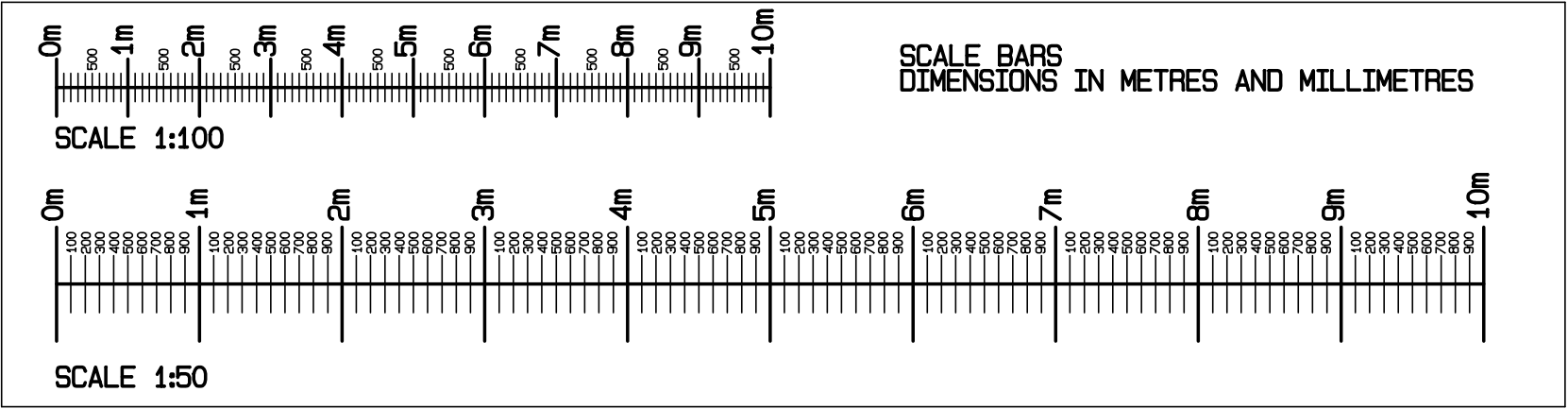
EXISTING GROUND FLOOR PLAN



EXISTING FIRST FLOOR PLAN



EXISTING SECTION



CIL FLOOR AREAS CALC			
EXISTING GROUND FLOOR PLAN - 98.8 SQM			
EXISTING FIRST FLOOR PLAN - 45.3 SQM			
EXISTING TOTAL FLOOR AREA - 144.1 SQM			

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ARMSTRONG  
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client

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SWINDON  
WILTS  
SN31DL

project

67 UPHAM ROAD  
SWINDON  
WILTS SN31DL

title

SURVEY OF EXISTING.

scale

1:100  
1:50

date

20-2-2017

drawn

NBA

revision

no.

Y17-110-1

paper

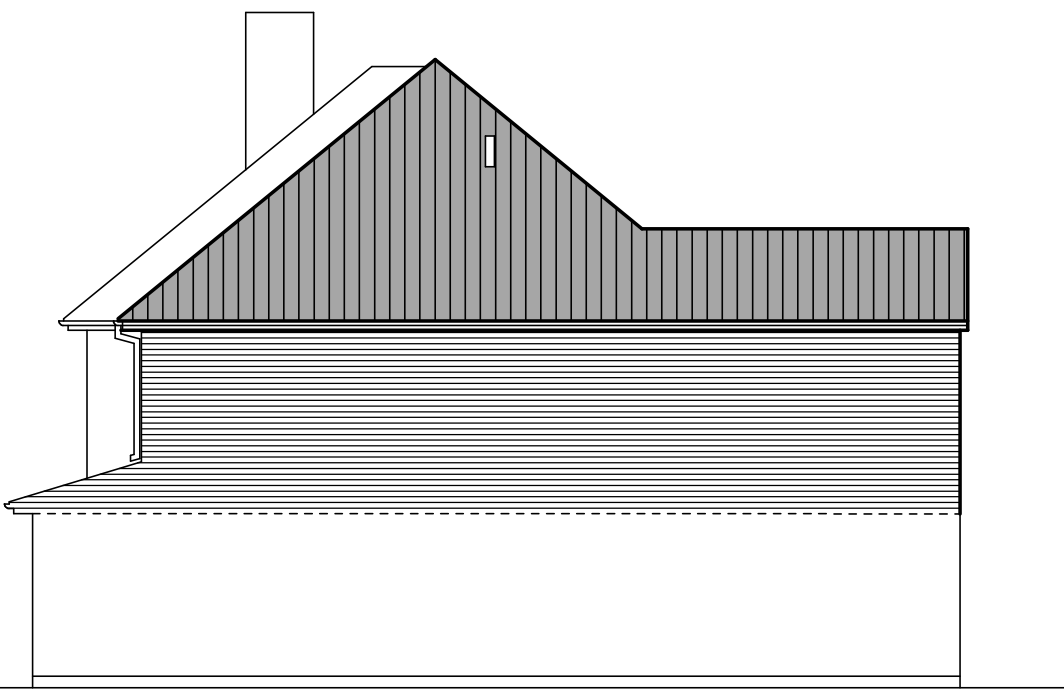
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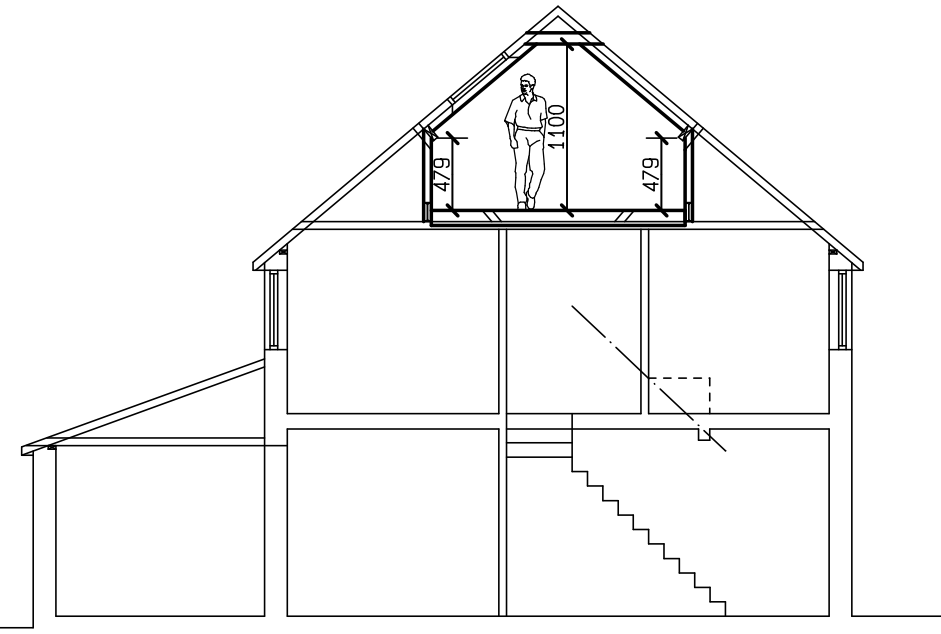


PROPOSED FRONT ELEVATION

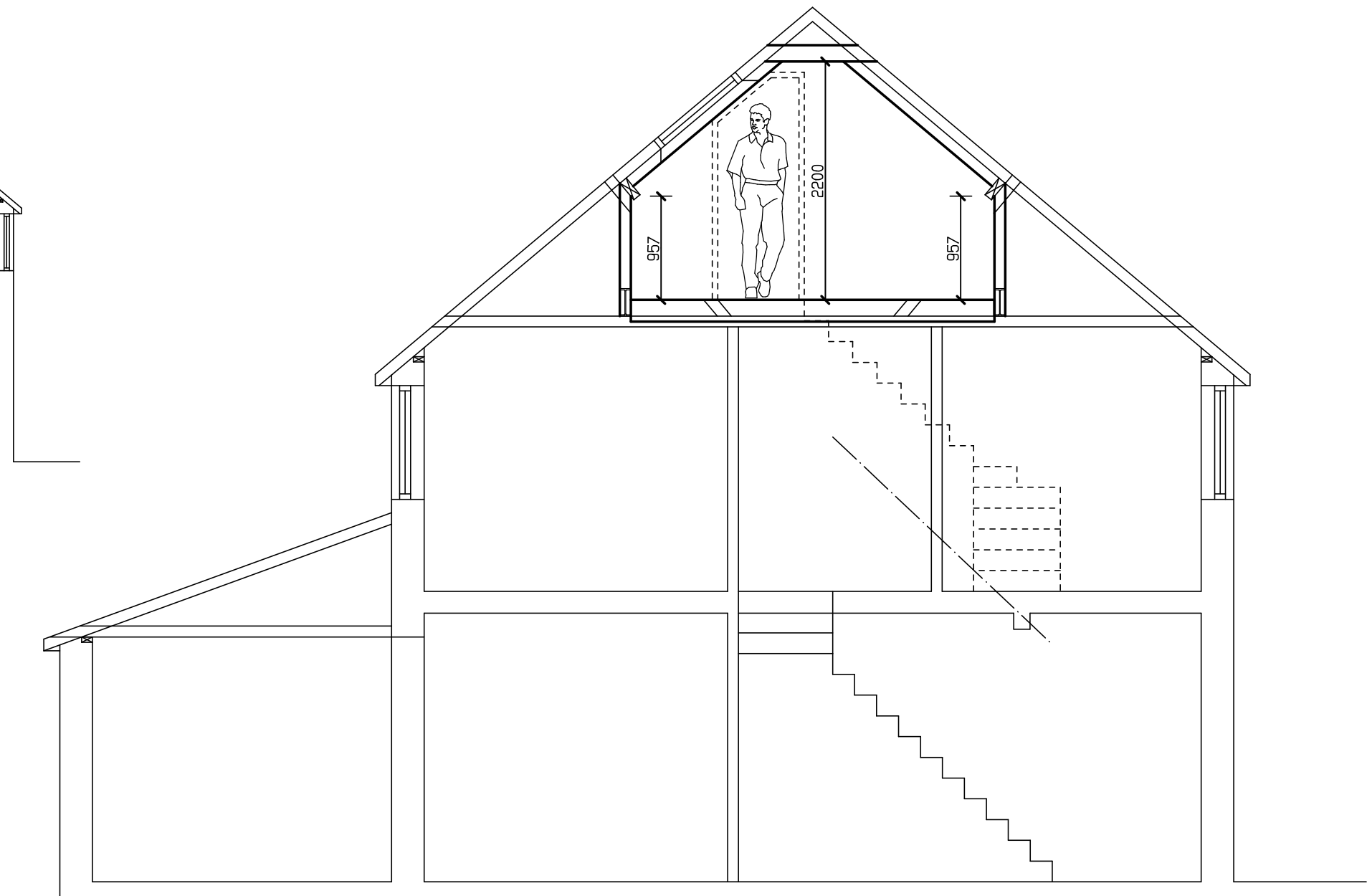
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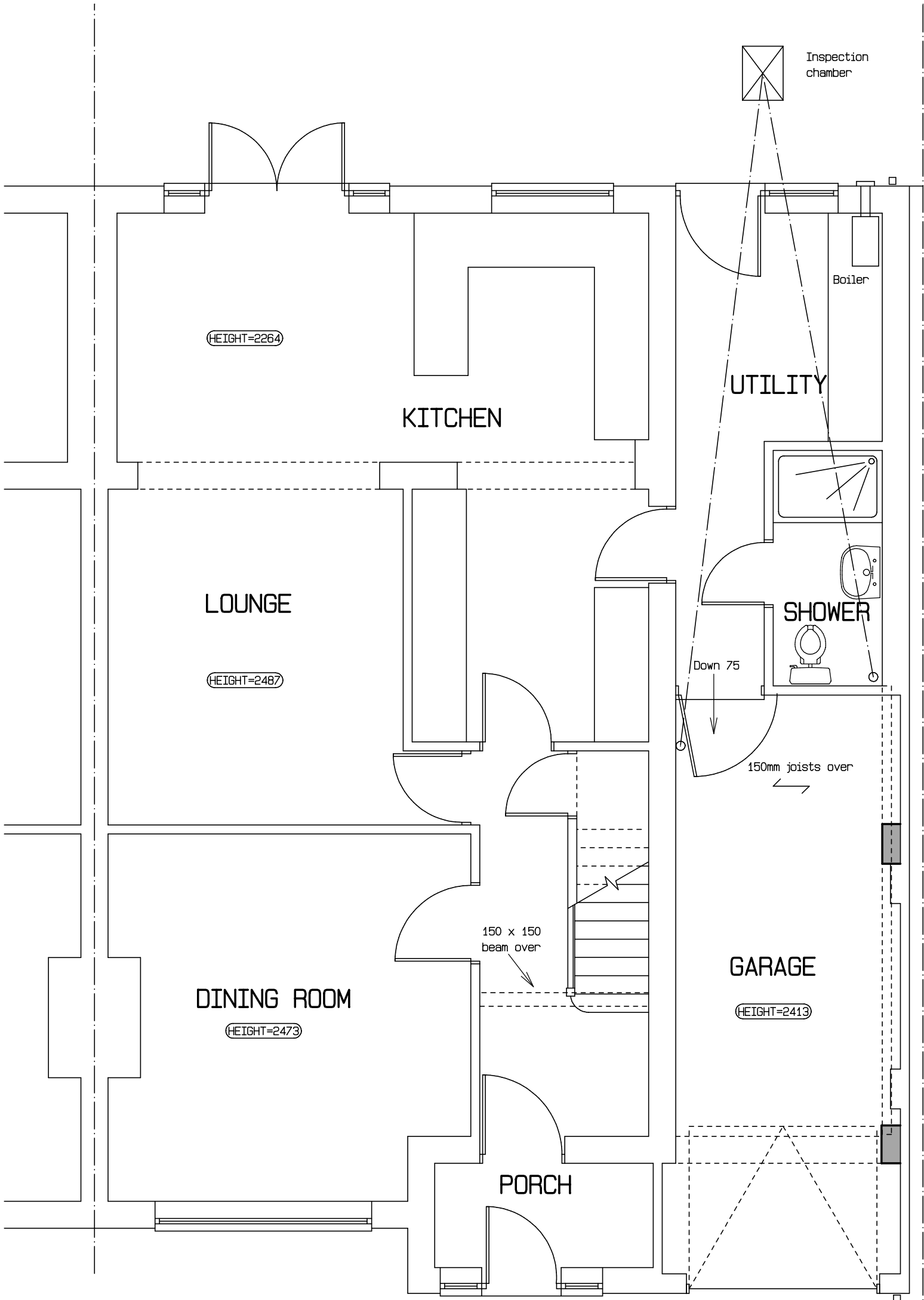
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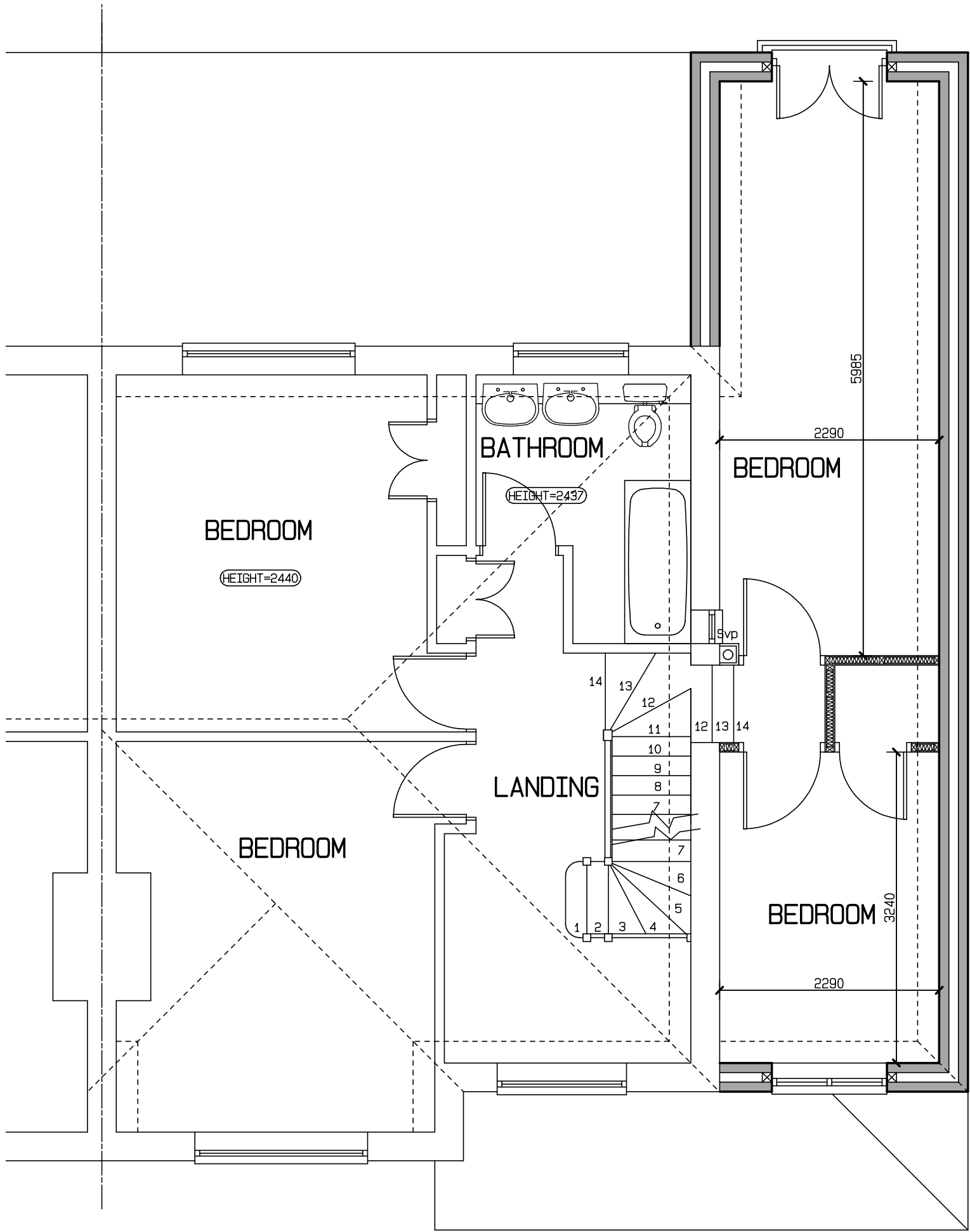
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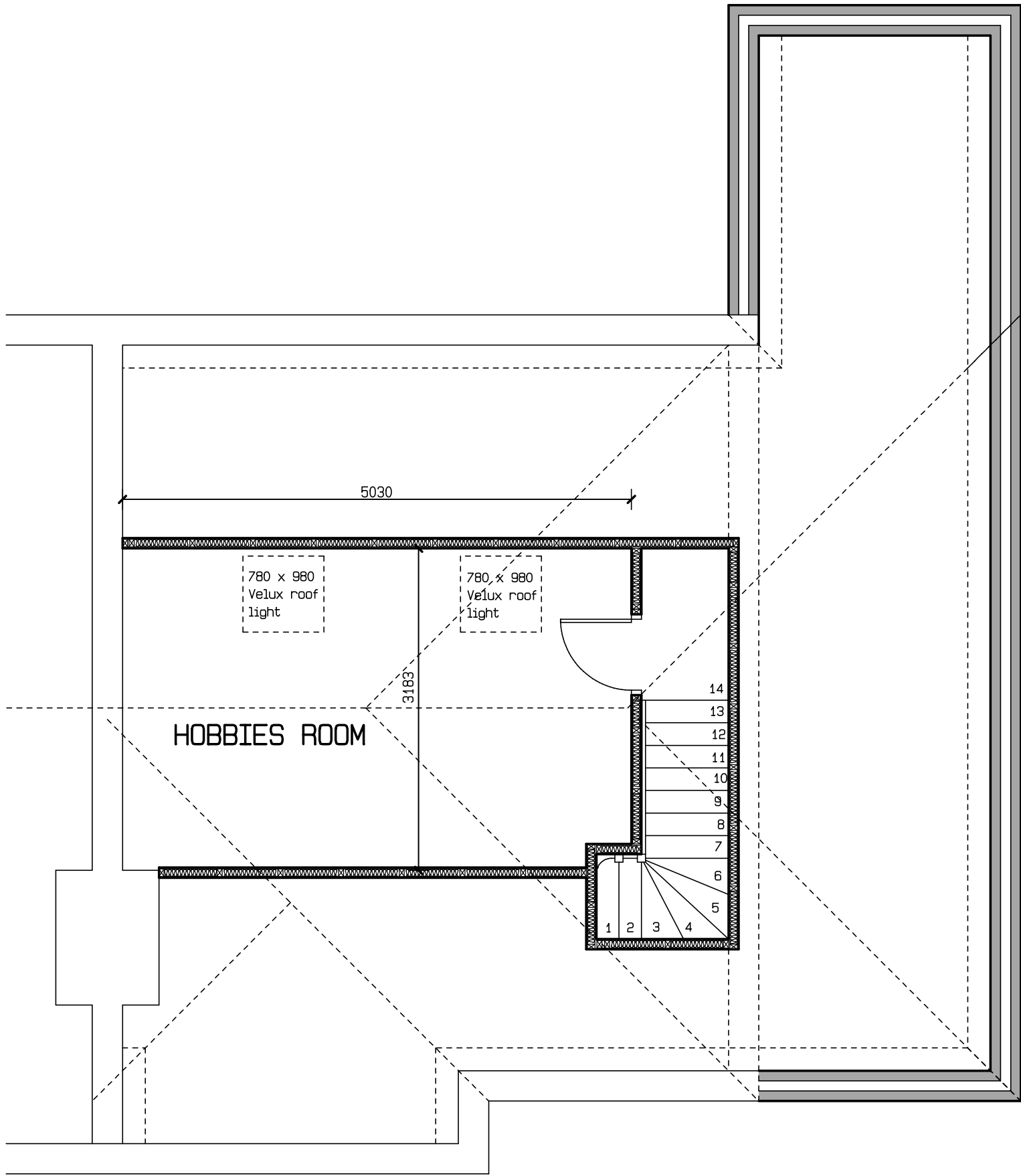
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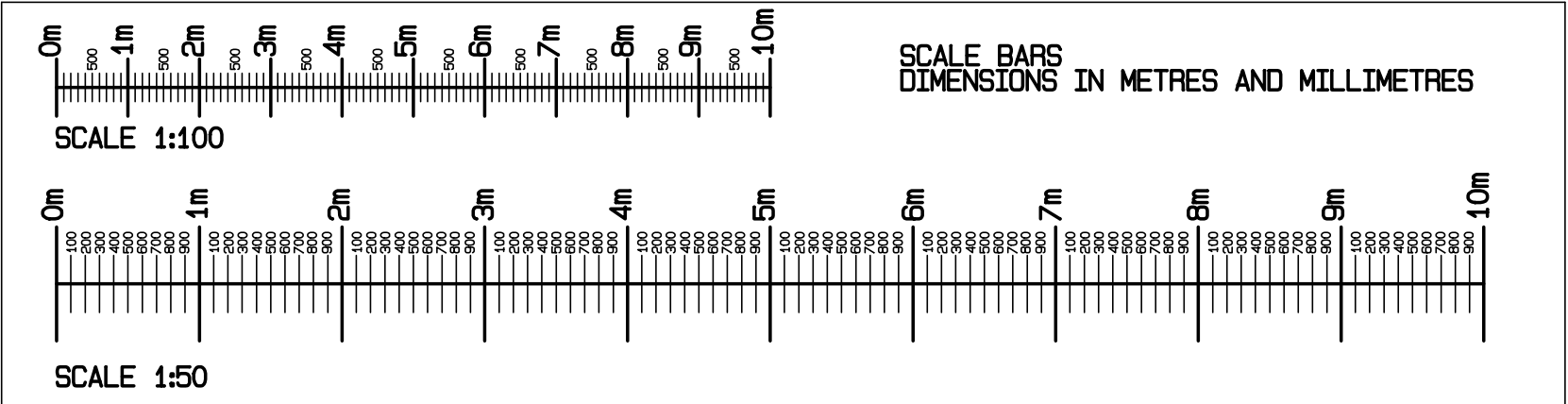
PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN



PROPOSED SECOND FLOOR PLAN



CIL FLOOR AREAS CALC			
EXISTING GROUND FLOOR PLAN - 98.8 SQM			
EXISTING FIRST FLOOR PLAN - 45.3 SQM			
EXISTING TOTAL FLOOR AREA - 144.1 SQM			
PROPOSED GROUND FLOOR PLAN - 98.8 SQM			
PROPOSED FIRST FLOOR PLAN - 70.9 SQM			
PROPOSED TOTAL FLOOR AREA - 169.7 SQM			
PROPOSED EXTENSIONS TOTAL - 25.6 SQM			

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project

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SWINDON  
WILTS SN31DL

title

PROPOSED FIRST FLOOR  
SIDE EXTENSION

scale

1:100  
1:50

date

20-2-2017

drawn

NBA

paper

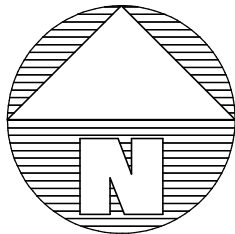
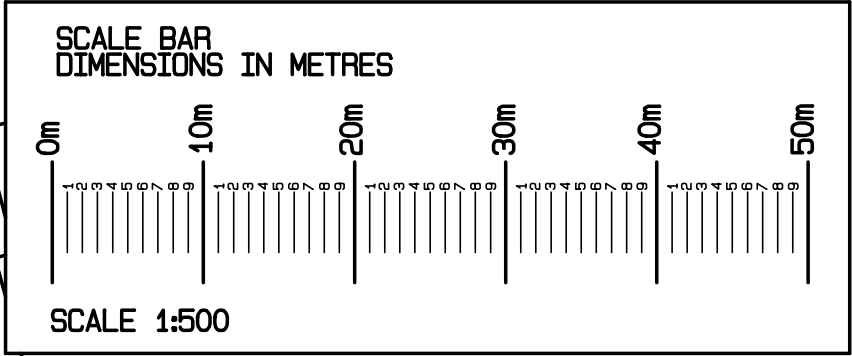
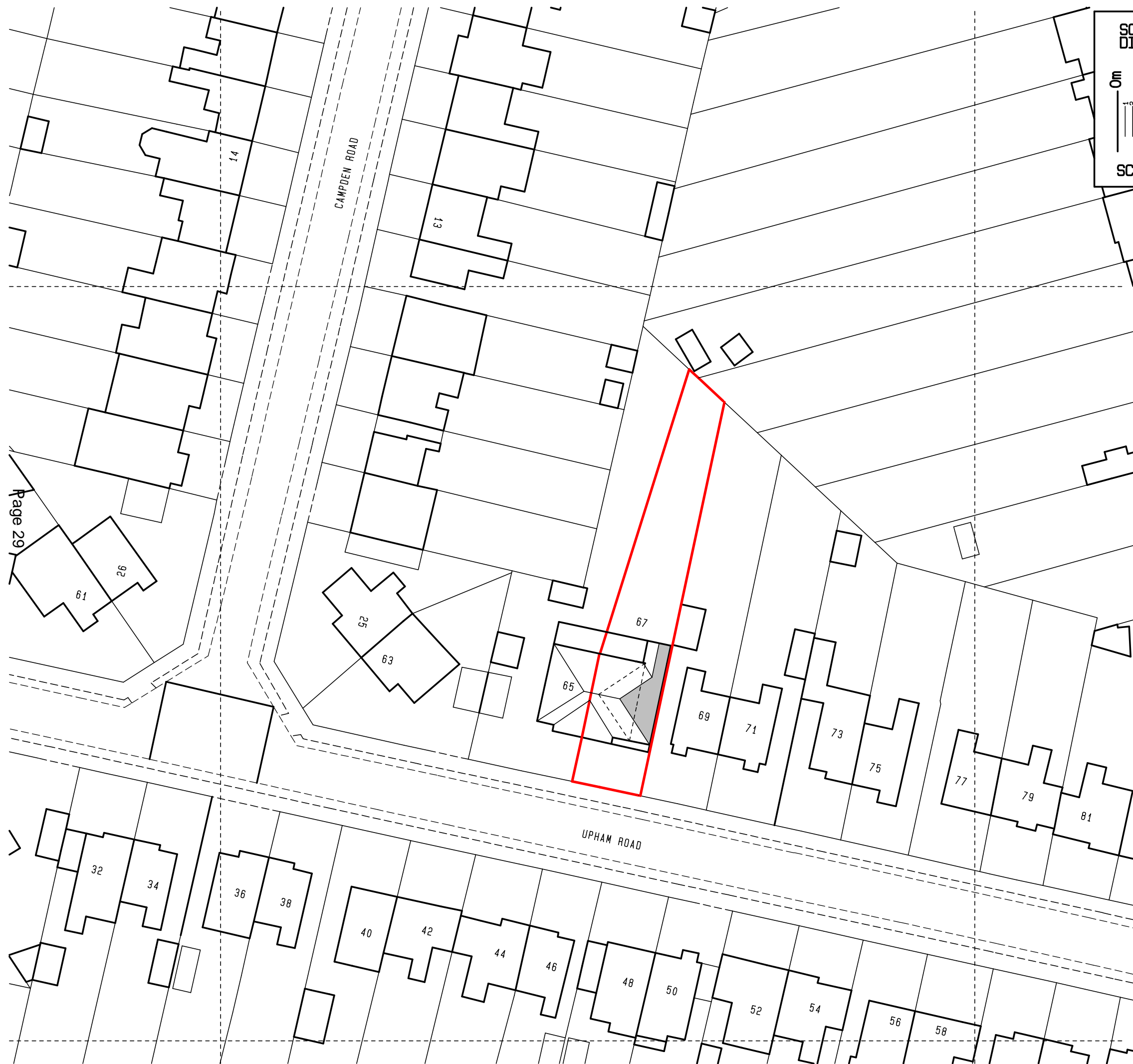
A1

revision

no.

Y17-110-2

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Page 29

**NEIL  
ARMSTRONG**  
ARCHITECTURAL SERVICES

31 Church Ground, South Marston,  
Swindon, Wilts. SN3 4FL. Tel: (01793) 832158

client **MR AND MRS A TARKOWSKI  
67 UPHAM ROAD  
SWINDON  
WILTS  
SN31DL**

project **67 UPHAM ROAD  
SWINDON  
WILTS SN31DL**

title **PROPOSED SITE PLAN**

scale	date	drawn
<b>1:500</b>	<b>12-4-2017</b>	<b>NBA</b>
		paper <b>A3</b>

revision	no.
	<b>Y17-110-4</b>

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## COMMITTEE REPORT

**Item Number:** 8

**Ward:** Walcot And Park North

**Application Number:**

**Parish:**

S/HOU/17/0667/TB

Central Swindon South

**Proposal:** Erection of a first floor side and rear extension.

**Site Location:** 67 Upham Road, Old Walcot, Swindon

**Case Officer:** Tom Buxton

**Contact Details:** Tel: (01793) 466240 Email: tbuxton@swindon.gov.uk

**Agent:**

Mr Neil Armstrong  
Neil Armstrong Architectural  
Services  
31 Church Ground  
South Marston  
Swindon  
SN3 4FL

**Applicant**

Mr & Mrs A Tarkowski  
67 Upham Road  
Old Walcot  
Swindon  
SN3 1DL

### Officers Report

Background:

1 This application has been brought before the Planning Committee at the request of Cllr Allsopp.

Summary of Recommendation:

2 Planning permission be GRANTED.

The Proposal:

3 This planning application proposes a first floor side and rear extension to No. 67 Upham Road.

4 The extension would be sited over part of an existing single-storey side and rear extension at the property at a width of 2.6 metres and a total length of 10.8 metres.

The Site and Surroundings:

5 The site is a semi-detached house that has been previously extended in the form of a single-storey side and rear extension with the former incorporating an attached garage.

6 The surrounding area is residential in character and is made up largely of semi-detached houses.

Representations:

7 Neighbours:

1 representation of objection submitted on behalf of No. 69 Upham Road raising the following concerns: that no. 69 should be shown on the proposed plans, that the proposal will be overbearing, impact upon streetscene, set back, outlook, loss of light and that proposals are contrary to adopted planning policies and guidance.



8 Cllr Steve Allsopp: the application is out of scale and sympathy with no. 69 and adversely impacts on the neighbour's amenity.

#### Planning Considerations:

9 The relevant planning considerations are the impact of the development upon: the character of the host property and streetscene and upon neighbouring amenity. Of relevance is Policy DE1 of the adopted Swindon Borough Local Plan 2026 (SBLP), the adopted Residential Extensions and Alterations SPD (2011) and the NPPF.

10 The proposed extension would be subordinate in scale to the host property with the front elevation set back from the forward projecting elevation of the host property. Whilst this means that the extension would be flush with the easterly section of the front elevation with the same roof ridge height this is acceptable in these circumstances. The justification for this that due to the staggered nature of the original property's front elevation the extension would still observe a set-back. This means that it would not result in a visual imbalance between the pair of semi-detached houses, which is one of the main reasons that the SPD suggests such a first floor set back. Furthermore it is considered that this approach is preferable to adding a third 'stagger' to the front elevation (i.e. the two existing staggered frontages and the proposal) which is likely to draw more attention to it, as opposed to appearing to fit in more naturally as proposed. There is evidence of the exact same approach 8 properties to the east at No. 83 Upham Road. This property has extended in a very similar manner to that proposed in this application without the extension causing harm to the character of the host property or streetscene. The extension proposed under the application before Members arguably would have less impact in that a hipped roof is proposed rather than a standard dual-pitched with end gable seen at No.83.

11 Taking into consideration the above and that the extension would be constructed in external facing materials to match the host property it is considered that no unacceptable impact will be caused to the character of the host property or the streetscene in compliance with Policy DE1 of the adopted SBLP, the adopted Residential Extensions and Alterations SPD and the NPPF.

12 Turning to the impact of the development upon the amenity of the neighbouring properties, the rear element of the proposal would be set well away from the common boundary with the attached neighbouring property (No. 65). As a consequence of this separation distance it is evident that no harm will be caused by the development to the amenity of this property. Whilst no westerly facing windows are proposed a condition will be imposed to prevent any being added in the future so that no loss of privacy will result to this side.

13 The proposed extension would be located in close proximity to the boundary with the neighbouring property to the east (No. 69) and 2.7 metres from its side elevation. It is evident that the side elevation of No. 69 contains a number of windows, however none of these belong to habitable rooms and instead serve rooms/areas such as a landing, hall and kitchen. The kitchen window (and the other ground floor windows) of No. 69 already face the blank side wall of the proposal site and whilst the addition of a first floor above would worsen the outlook and reduce light to a certain degree, this is not considered to be unacceptable as this is a non-habitable room.

14 The nearest first floor window to the rear of No. 69 also belongs to a non-habitable room (a bathroom) and hence the rear element of the proposal would also cause no unacceptable amenity impact.

15 No easterly side facing windows are proposed and a condition will be imposed preventing such in order to avoid unacceptable opportunities for overlooking towards No.69.

16 There is no requirement for additional car parking to be provided as the extension does not take the number of bedrooms above the threshold of 4 that would generate the need for a third car parking space (as required by the adopted parking standards).

17 With regard to the comments made within the representations section that have not already been covered above, the applicant is not required to show surrounding buildings on the proposed elevation and floor plans. The neighbouring properties and their relationship to the proposal are clear from the proposed site plan.

18 The proposal is not subject to a CIL payment as the floor area to be created falls under 100m<sup>2</sup>.

#### Concluding Comments:

19 The proposed development would cause no harm to the character of the host property or the streetscene and would result in no unacceptable impact being created upon the amenity of the neighbouring properties in compliance with Policy DE1 of the adopted SBLP, the Residential Extensions and Alterations SPD and the NPPF.

#### Recommendation

20 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 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.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking and re-enacting that Order, no windows shall be formed in the side (east and west) elevations of the extension hereby permitted. .

Reason: In the interests of residential amenity

4. This approval shall be in respect of drawing numbers: Y17-110-1, Y17-110-2, Y17-110-3 and Y17-110-4 received by the Local Planning Authority on 13th April 2017.

Reason: To define the scope of the development hereby permitted, in accordance with

section 72 of the Town and Country Planning Act 1990.

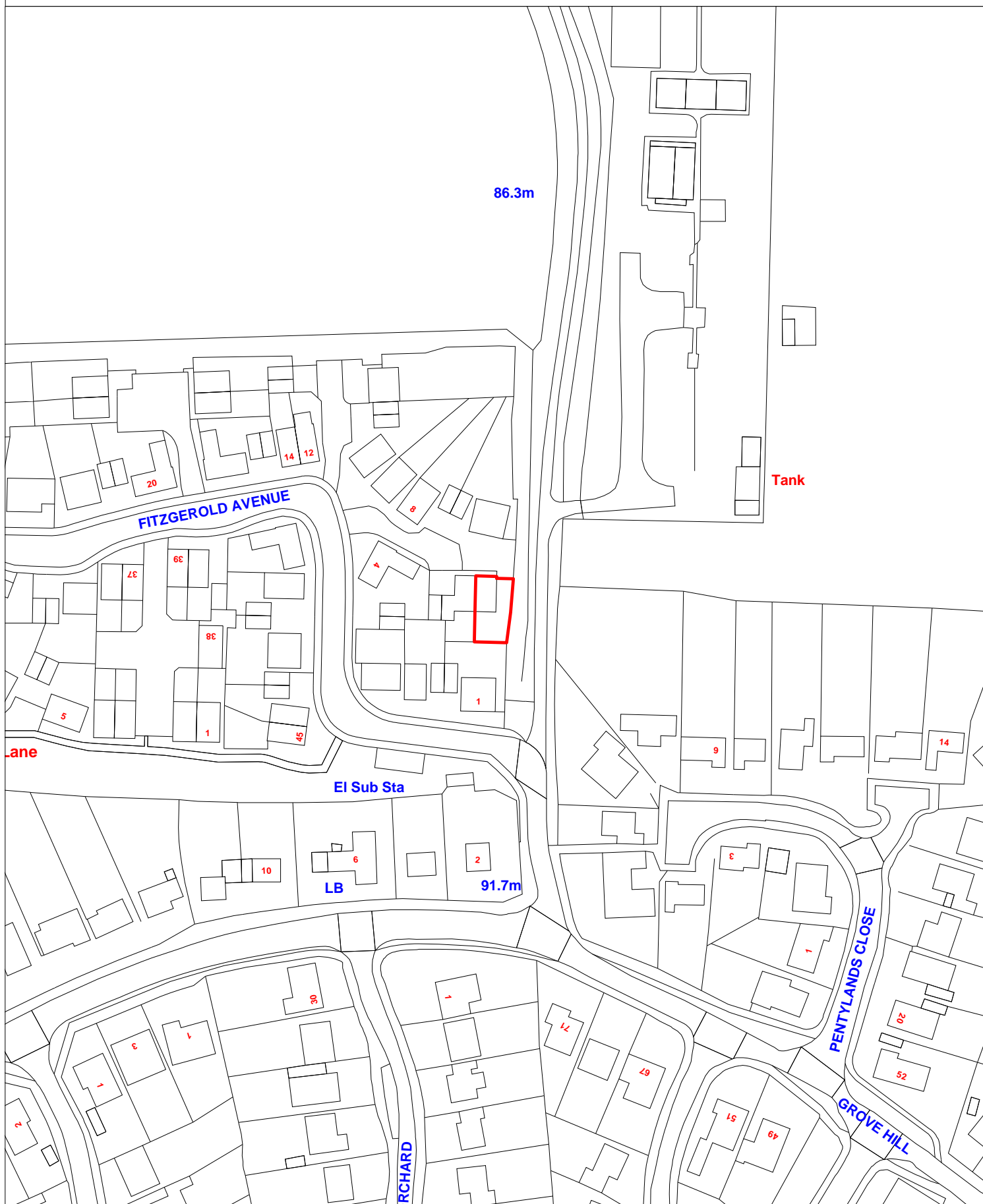
## **Informatives**

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.

End of Report

Erection of timber shed in garden for use as dog grooming business - Retrospective.

6 Fitzgerald Avenue Highworth Swindon SN6 7JJ

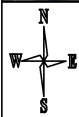


This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.  
In all cases references should be made to the submitted plans.



Erection of timber shed in garden for use as dog grooming business - Retrospective.

6 Fitzgerald Avenue Highworth Swindon SN6 7JJ

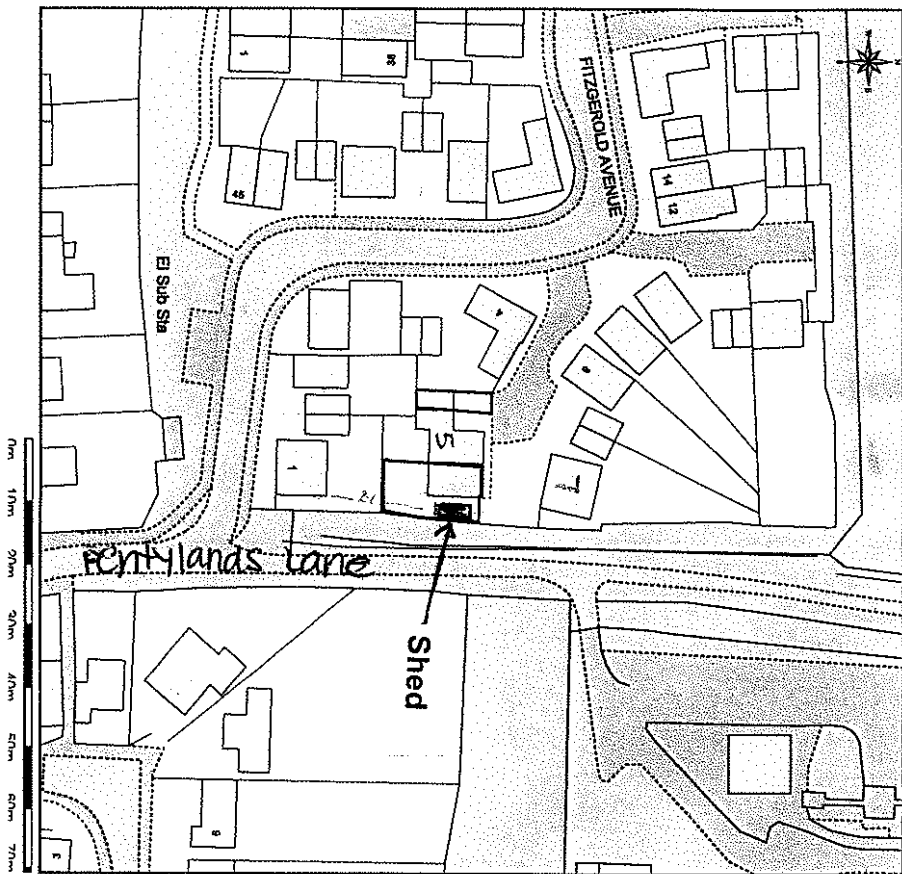


This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.  
In all cases references should be made to the submitted plans.

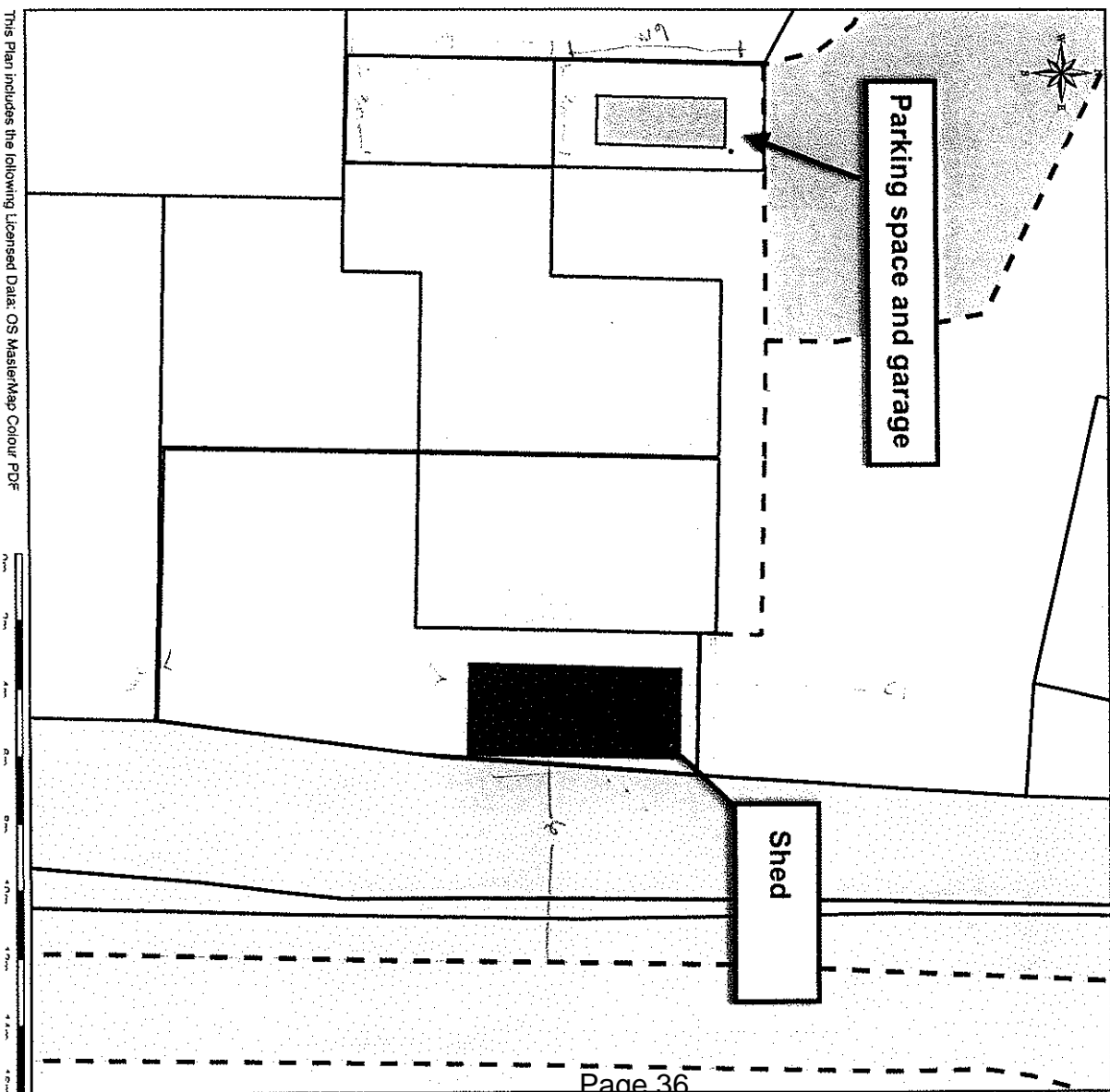


ADDRESS:- 6 FITZGEROLD AVE

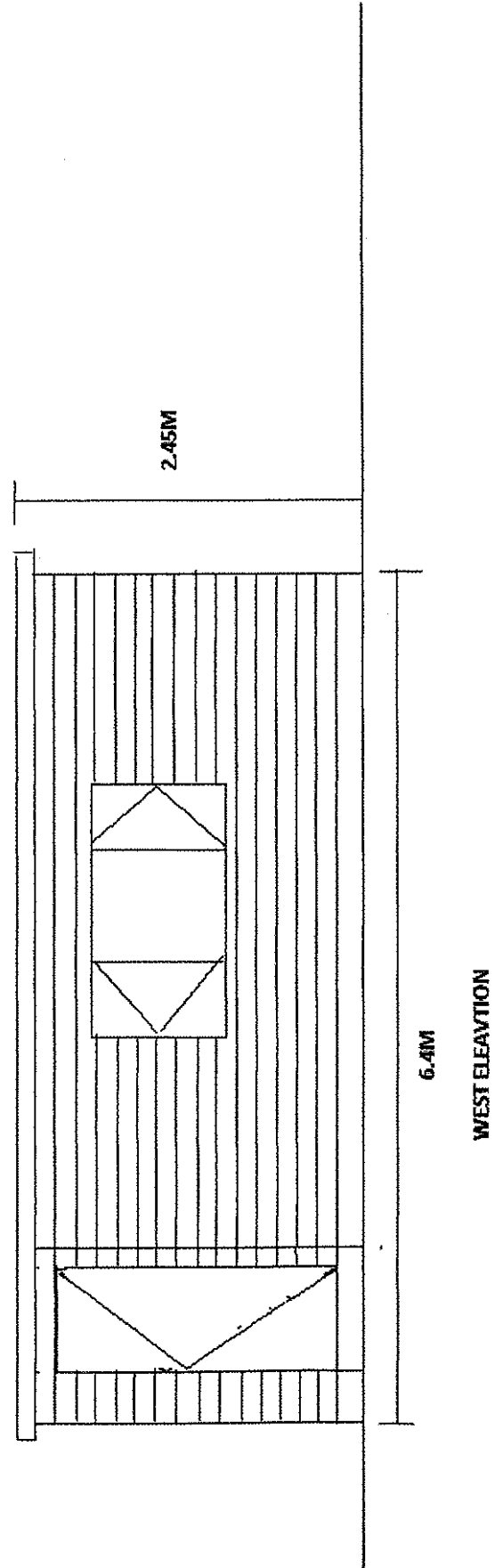
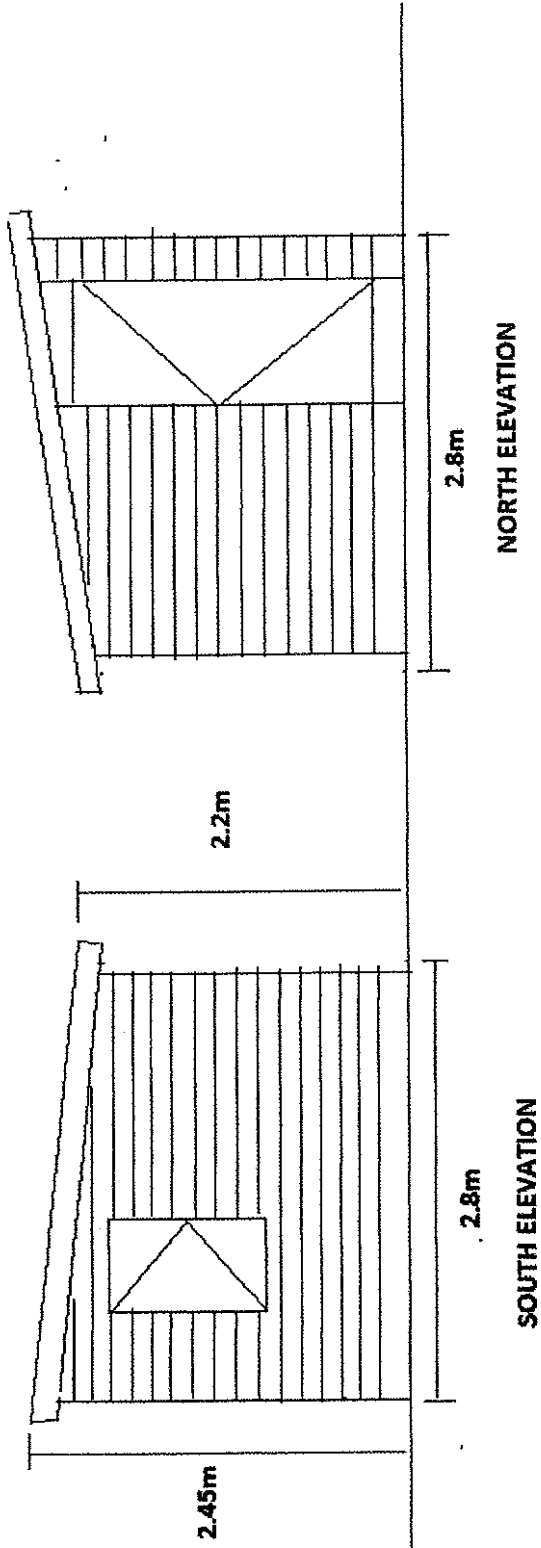
## Location Plan



## Site Plan



**MATERIALS**  
**BASE:-**  
 ECCO PLASTIC SHED BASE  
 TEADTED 100MM X 50MM  
**FLOOR JOIST**  
 18MM OSB BOARD  
**WALLS:-**  
 75MM X 45MM PSE  
**STUDDING**  
 9MM EXT PLY  
 125MM X 19MM SHIPLAP  
**CLADDING**  
**ROOF:-**  
 125MM X 50MM JOIST  
 18MM OSB BOARD  
 SHED FELT  
 FACIA BOARDS



## COMMITTEE REPORT

**Item Number:** 9

**Application Number:** S/17/0213

**Ward:** Blunsdon and Highworth

**Parish:** Highworth

**Proposal:** Use of timber building as dog grooming business- Retrospective

**Location:** 6 Fitzgerald Avenue, Highworth, Swindon, SN6 7JJ

**Agent:**

Mr Jeremy Flawn  
Bluestone Planning  
Suite 5 Enterprise Centre  
Building 41/42  
Shrivenham 100 Business Park  
Watchfield  
SN6 8TZ

**Applicant:**

Ms Sue Williams  
6 Fitzgerald Avenue  
Highworth  
Swindon  
SN6 7JJ

## Officer Report

**Case Officer:** Ms Isabel Patten

**Contact Details:** Email: [ipatten@swindon.gov.uk](mailto:ipatten@swindon.gov.uk) Tel: 01793 466293

**Background**

This application is brought before the planning committee at the request of Highworth Town Council

**Summary of Recommendation:**

**1:** That planning permission be **GRANTED** with conditions.

**The Proposal:**

**2:** This application seeks planning permission for the use of a detached timber building as a dog grooming business.

**3:** The business is operating and therefore the application has been submitted retrospectively.

**4:** The timber building is located in the garden of NO. 6 Fitzgerald Avenue and sited to the east side of the dwellinghouse. The building is not adjacent to another property as it adjoins Pentylands Lane. There is a 1.8 metres wooden fence that runs along the boundary of the property which is screened from Pentylands Lane by a mature



hedgerow.

**5:** The outbuilding measures 6.4 metres in length and is 2.8 metres in width. There is a door on the northwest elevation, a small single window on the south elevation and a large window on the west elevation of the outbuilding.

**6:** The extension is designed with a monopitch roof with a height of 2.45 metres and 2.2 metres to the eaves.

**7:** The external finishes of the outbuilding consists of shiplap cladding, with felt roof, UPVC windows and a UPVC door.

**8:** The covering letter explains that the building was originally erected so that the applicant could groom her own two Golden Retriever dogs, one of which has achieved a Junior Warrant at Crufts. This developed into a small business from 5<sup>th</sup> September 2016. In just over four months (the period which led up to the submission of the application) the applicant had carried out 104 grooms at an average of just over one dog per 'working' day. 68 of those had been for friends and neighbours including several in Fitzgerald Avenue.

**9:** Normally grooming takes place between the hours of 9.30 and 3pm. Thus there are no more than two appointments per day. Appointments do not overlap. No advertising is required as word of mouth is used. The applicant parks in her garage and the visitors (when they drive not walk) are able to park in the second allocated and retained parking space. This avoids the need to find parking spaces elsewhere.

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

**10:** No. 6 Fitzgerald Avenue is a semi-detached two storey dwelling that consists of reconstructed Cotswold stone.

**11:** The dwellinghouse is situated at the end of a cul-de-sac that is accessed off Fitzgerald Avenue. To the east of the dwellinghouse, is Pentylands Lane. There is an area of parking (2 spaces) detached from the property that provides one parking space in the garage and one parking space at the front of the garage.

### **Representations:**

**12:** Neighbours: No letters of objection have been received from any neighbouring properties. A letter of support was received from Mrs. R Harries at 8 Fitzgerald Avenue.

**13:** Highworth Parish Council: Parish has objected to the following: It was considered that the outbuilding is large in size and overwhelms the site. There was concern that the dog grooming business would be of far greater scale and activity than what is intended. Parking for the business was also a concern as it may bring unwanted traffic into the area.

**14:** Environmental Health: The Environmental Health Officer does not expect there to be an adverse impact on amenity due to the limited amount of dogs being groomed a day. The dogs will be groomed inside the outbuilding and this will limit any potential noise. It is noted that being to the west side of the dwelling it is located away from any

immediate dwelling. He also notes that the business has been operational since 5<sup>th</sup> September 2016, (some 8 months) and no complaints have been received relating to the operation of the business.

### **Planning Considerations:**

**15:** The main issues to be considered with this application are compliance with policy and whether the proposal is satisfactory in terms of its appearance, impact upon the street scene, impact on the amenity of the surrounding area and neighbouring properties, by reason of noise, general disturbance and parking.

**16:** Of relevance to the determination of the application is the Swindon Borough Local Plan 2026 (SBLP), which was adopted on the 26<sup>th</sup> April 2015 and the National Planning Policy Framework (NPPF). That the building if used for purely domestic purposes would comprise permitted development is also material.

**17:** The Swindon Borough Local Plan 2026 Adopted on the 26<sup>th</sup> April 2015 is the relevant development plan. The policies that apply to this application are: DE1 and TR2, the Adopted Technical Guidance on Parking Standards (2007) and the Nation Planning Policy Framework (NPPF).

**18:** Policy DE1 (High Quality Design) of the SBLP seeks to ensure that there is a high standard of design of any development which is also sympathetic to the local context and character. It also ensures access arrangements are suitable and neighbouring amenities are protected. Development should also be acceptable in terms of scale, mass, and sitting and have an acceptable appearance that would be compatible with, and protect the amenity of nearby land uses in terms of visual intrusion and privacy. In addition, SBLP Policy DE1 seeks to ensure that there is no material detracting of enjoyment of light and privacy to a neighbour dwelling.

**19:** Policy TR2 (Transport and Development) of the adopted SBLP seeks to ensure that parking provisions should be provided in accordance with the Swindon Borough Council's adopted parking standards as detailed in the Technical Guidance on Parking Standards (2007).

### **Character and Design**

**20:** With regards to the design of the building, it is considered that it is subordinate to the existing dwellinghouse and with a maximum height of 2.45 metres. It will have the appearance and characteristics of a domestic outbuilding.

**21:** Although it will be partly visible from Fitzgerald Avenue, the building is situated in an area (end of cul-de-sac) that does not make it a prominent feature in the street scene. It is set back from the frontage behind planting. The building is of a scale and dimensions that are appropriate to its location. These factors mean that the extension is acceptable in design and will cause no harm to the character of the host property or the character of the street scene or the area in which it is set. The principle of constructing this building in this location is therefore acceptable.

**22:** It is relevant that the outbuilding itself (if not used by dog grooming business) would by reason of its size and location, meet the requirements set out in The Town and

Country Planning (General Permitted Development) (England) Order 2015 (as amended), Part 1 Class E (Buildings etc. incidental to the enjoyment of a dwellinghouse) which would effectively be considered to be permitted development for which planning permission would not be required. This is important for members to note as should permission not be granted for the use, the building itself is considered to have been lawfully constructed and could not be enforced against for its removal..

### **Neighbouring Amenity**

**23:** Considerations to be taken into account in the determination of the application relate to the use and the potential impact upon neighbouring amenity with regard to loss of light, overbearing impact or loss of privacy, together with noise and disturbance arising from the business activity.

**24:** It is not considered that the proposed outbuilding would have any impact upon neighbouring amenity in terms of overbearing impact, loss of light or privacy. The outbuilding is set to the side (east) of the garden and there are no adjoining premises to the building. The outbuilding is set a sufficient distance away from the neighbouring properties- the outbuilding is situated 10.0 metres from 7 Fitzgerald Avenue, 18.0 metres away from 1 Fitzgerald Avenue and is situated east of 5 Fitzgerald Avenue so as not to impact upon their light, privacy or have an overbearing impact in accordance with policy DE1 of the Local Plan.

**25:** The business is a small-scale activity. The applicant has included a covering letter along with the application addressing the background information for the small business. The applicant has stated that there will only be two appointments per day and appointments arranged so only one dog will be dropped off or picked up at any time. Since the applicant will be the only employee, the business will not expand beyond this and can be controlled by planning condition.

**26:** Members will note that the business has been in operation for around 8 months and that no neighbouring residents have objected to the application and also that a neighbour has written in of support of the application.

**27:** With regards to the noise concerns raised by the Highworth Town Council, discussions have taken place with Environmental Health. They have commented that a 1 year temporary planning consent is usually suggested on small residential dog grooming businesses so as to monitor any noise nuisance. However, in this instance, it has been taken into consideration that the business started more than 6 months ago and no complaints relating to noise or other disturbances relating to the business have been received and as such raise no objections the business taking place at the proposed level of activity.

### **Highways**

**28:** Advise that as the business is of such small scale, it is highly unlikely that there will be any detrimental impact to residents or other highway users and as such no highway reasons for objection.

**29:** The proposal is considered to be in conformity with Policy DE1 and TR2 of the adopted Local Plan 2026 in regards of design and the impact on the street scene, highway safety and the impact on the amenity of the neighbouring properties.

**30:** The Council adopted a Community Infrastructure Levy (CIL Charging Schedule) on 26th March 2015 and became effective on 6th April 2015. All relevant planning applications determined on or after this date will be subject to the consideration of CIL. In this case however, the proposed development is less than 100 sq. m in area and therefore in accordance with the adopted Charging Schedule is minor development and is exempt from CIL liability.

**Concluding Comments:**

**31:** For the reasons outlines above, it is considered that by reasons of its small scale, the proposal would not result in harm or unacceptable loss of residential amenity or detriment to local highway conditions and is considered to accord with Policy DE1 and TR2 of the Swindon Borough Local Plan 2026 and the NPPF. Therefore it is recommended that planning permission be granted subject to conditions set out below which will further protect residential amenity

**Recommendation:**

**32:** That planning permission be **GRANTED** with conditions.

**Conditions**

**1:** This approval shall be in respect of sheet no. 1 of 4, 2-4, 3-4, 4-4, Location Plan 1:1250 and Site Plan 1:200 received by the Local Planning Authority on 10<sup>th</sup> February 2017.

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

**2:** The use hereby permitted shall be restricted to the proposed outbuilding as indicated on the 1:200 Site Plan received by the Local Planning Authority on the 10 February 2014.

Reason: To safeguard the amenity of the area.

**3:** The dog grooming business shall only operate within the outbuilding hereby permitted, and shall not operate outside the following hours:

9:00- 17:00 Monday – Friday

9:00- 17:00 Saturday,

And not at all on Sundays and Bank Holidays.

Reason: To safeguard the amenities of the area.

**4:** A maximum of two dogs (in connection with the business) shall be groomed each day.

Reason: To safeguard the amenities of nearby occupiers.

**5:** The use hereby permitted shall ensure solely for the benefit of the applicant, Ms Sue Williams and shall cease once the applicant no longer operates the business or resides at the property and the building shall be used thereafter for residential purposes only in connection with no. 6 Fitzgerald Avenue

Reason: To safeguard the amenities of the area.

**6:** The area allocated for 2 no residential parking spaces on the submitted plan (the Site Plan 1:200 received 10<sup>th</sup> February 2017) shall be retained in the location shown be kept clear of obstruction, and shall not be used for any other purpose than the parking of vehicles.

Reason: To ensure adequate parking provision in the interest of amenity and highway safety.

### **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.

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

**Planning Committee**

**Date: 13<sup>th</sup> June 2017**

**Author:** Head of Planning, Regulatory Services and Heritage

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

### **Purpose**

- The New Eastern Villages (NEV) Island Bridge Vision Supplementary Planning Document (SPD) has undergone a public consultation exercise from Monday 20<sup>th</sup> February 2017 to Monday 3<sup>rd</sup> April 2017.
- This report summarises the comments received following public consultation on the document and recommends adoption of the SPD by Planning Committee, subject to a number of changes in response to comments received.
- The SPD seeks to provide further guidance on the Swindon Borough Local Plan 2026, in particular Policy NC3 which provides a framework for delivery at the NEV.
- The SPD will be a material consideration in the determination of planning applications in the NEV. The SPD in conjunction with the Swindon Borough Local Plan 2026 seeks to contribute towards the Council's Strategic Objectives and is line with the Council's Vision, priorities and pledges.

### **Recommendation**

That the Planning Committee:

1. Adopt the New Eastern Villages (NEV) Island Bridge Vision Supplementary Planning Document (SPD), and to make publicly available in accordance with the arrangements set out in paragraph 8.1.
2. Authorise the Head of Planning, Regulatory Services and Heritage, in consultation with the Director of Law and Democratic Services to make minor amendments to the content of the document, if required, prior to publication.

Further information on the subject of this report can be obtained from Robert Sweetnam, New Eastern Villages Delivery Team, Direct Dial 07341077574, [NEVBridgeVision@swindon.gov.uk](mailto:NEVBridgeVision@swindon.gov.uk).

# **New Eastern Villages (NEV) Island Bridge Vision**

## **Supplementary Planning Document (SPD)**

**Planning Committee**

**Date: 13<sup>th</sup> June 2017**

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### **1 Background & Reason**

#### Local Policy Context

- 1.1 Policy NC3 (New Eastern Villages – including Rowborough and South Marston Village Expansion) 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<sup>1</sup>, referred to as the New Eastern Villages (NEV). Policy NC3 also states that the development should comprise a series of new inter-connected distinct villages and an expanded South Marston village defined by the network of green infrastructure corridors.
- 1.2 Additionally the development will ensure that:
- the risk of flooding from the development is minimised, both within the development and at existing neighbouring communities in accordance with Policy EN6;
  - biodiversity, including the River Cole Corridor and River Cole Meadow County Wildlife Sites, is protected, integrated and enhanced in accordance with Policy EN4; and
  - the route for the Wilts & Berks Canal as set out on the Policies Map will be safeguarded and protected from development in accordance with Policy EN11.
- 1.3 Policy RA3 (South Marston) sets out the approach to delivering development at South Marston, included as part of the NEV, whilst Policy DE1 (High Quality Design) requires high standards of design for all types of development. Policy IN1 (Infrastructure Provision) sets out the overarching policy for ensuring development makes a positive contribution to sustainable growth.
- 1.4 Policy TR1 (Sustainable Transport Networks) seeks to deliver a high quality transport network throughout the Borough, which supports economic growth, regeneration and housing growth. Furthermore, Policy TR2 (Transport and Development) seeks to ensure new development is located and designed to reduce the need to travel and to encourage sustainable modes of transport.
- 1.5 Policy EN6 (Flood Risk) seeks to reduce the risk and impact of flood risk. Given the location of the NEV villages on higher ground situated within a floodplain, the bridges will need to be designed in a manner and sited in locations that do not

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<sup>1</sup> Including Rowborough and South Marston Village expansion, north of the A420

# New Eastern Villages (NEV) Island Bridge Vision

## Supplementary Planning Document (SPD)

Planning Committee

Date: 13<sup>th</sup> June 2017

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adversely affect flood risk, whilst allowing for environmental improvements along ecological corridors.

- 1.6 Policy EN1 (Green Infrastructure Network) requires development to provide and design green infrastructure. The NEV contains the River Cole Green Infrastructure Corridor as identified on the Policies Map which this SPD will need to support.
- 1.7 Policy EN4 (Biodiversity) of the Local Plan states that development will avoid direct and indirect negative impacts upon biodiversity and geodiversity sites, as identified on the Policies Map. It also states that all development shall protect and enhance biodiversity and provide local biodiversity gain.

### National Policy Context

- 1.8 National Planning Policy Framework (NPPF) sets out the planning policies for England and how there are expected to be applied. Paragraph 35 requires development to be located and designed where practical to *“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...”*; and *“consider the needs of people with disabilities by all modes of transport”* (amongst other objectives).
- 1.9 Further to this Paragraph 56 states *“good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”*.
- 1.10 The SPD supports the Council’s Corporate vision and pledges, the core principles of the Local Plan, and the stated objectives of the NPPF.

## **2 Detail**

- 2.1 The NEV allocation 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 paths cross the NEV 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).
- 2.2 South of the A420, NEV villages correspond with higher ground within the flood plain and comprise: Great Stall West, Great Stall East, Upper Lotmead, Lotmead, Lower Lotmead, Redlands and Foxbridge. These villages will be delivered by a number of separate developers, with some areas of land between application boundaries. Swindon Borough Council recognises that responsibility for delivering some of the southern links may rest with the Council. This SPD therefore sets out

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Further information on the subject of this report can be obtained from Robert Sweetnam, New Eastern Villages Delivery Team, Direct Dial 07341077574, [NEVBridgeVision@swindon.gov.uk](mailto:NEVBridgeVision@swindon.gov.uk).



# New Eastern Villages (NEV) Island Bridge Vision

## Supplementary Planning Document (SPD)

Planning Committee

Date: 13<sup>th</sup> June 2017

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to provide the vision for connectivity between the NEV development islands. These links will comprise:

- Primary infrastructure for vehicular traffic; and
- Secondary infrastructure within green corridors for non-motorised users.

- 2.3 In addition to setting out the vision for achieving a series of new inter-connected distinct villages, the SPD provides guidance on the design expectations for the bridge structures, in particular those which will be positioned in more sensitive locations. The SPD elaborates also on Environment Agency (EA) guidance to ensure the minimum technical requirements of the bridges will be achieved.

### Consultation

- 2.4 The SPD, which can be found at **Appendix 1** of this report, has been amended to reflect changes following public consultation on the draft SPD.
- 2.5 The public consultation exercise was undertaken, with the draft SPD available for comment for 6 weeks from Monday 20<sup>th</sup> February 2017 to Monday 3<sup>rd</sup> April 2017. A total of 20 responses were received, generating 86 comments. A Statement of Consultation (June 2017) setting out a summary of comments and Officer responses can be found at **Appendix 2** of this report.

### Key Amendments

- 2.6 As a result of the public consultation exercise, a number of amendments have been made to the SPD. These are listed below:
- Further clarity has been provided on Durocornovium, the Scheduled Monument located near to Lotmead.
  - The SPD now confirms that the guidance contained within the report, particularly in relation to design is relevant to the entire NEV development.
  - Additional references to the PPG have been included, particularly in relation to achieving a high standard of design.
  - Section 4 of the SPD has been updated to incorporate the latest EA requirements including latest climate change allowances. In addition to this, further clarification has been provided to demonstrate how these will be addressed.
  - In line with the comments from the Environment Agency (EA), the 1 in 100 year flows plus 70% climate change allowance have been included in the

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Further information on the subject of this report can be obtained from Robert Sweetnam, New Eastern Villages Delivery Team, Direct Dial 07341077574, [NEVBridgeVision@swindon.gov.uk](mailto:NEVBridgeVision@swindon.gov.uk).

# **New Eastern Villages (NEV) Island Bridge Vision**

## **Supplementary Planning Document (SPD)**

**Planning Committee**

**Date: 13<sup>th</sup> June 2017**

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document. Whilst this has not changed the widths of the structures, the soffit levels have been updated to represent the 1 in 1000 year levels to ensure they are a close representation to the 1 in 100 year levels plus 70% allowance for climate change. The cross section has also been updated to provide a general profile and requirements for all bridges.

- The amendments to the flood levels has resulted in alterations to the heights of the bridge structures, and therefore further work is underway to provide accurate cost estimates. Any updated costs will be reflected in an update to the NEV Infrastructure Delivery Plan (IDP), which forms part of the NEV Planning Obligations SPD.

### **3 Alternative Options**

- 3.1 The Council could delay adoption of the SPD and chose to rely solely on the Local Plan policies to guide the detailed delivery of the NEV. The Local Plan sets the strategic policy framework for Swindon but this alone is not considered sufficient to ensure a sustainable approach to all aspects of the vision are delivered, managed and secured in a phased and co-ordinated manner.
- 3.2 Delay to the adoption and publication of the SPD is likely to prejudice the Council's ability to guide the location, design and cost of the highway links at the NEV, to the detriment of the proper planning of this strategic development. This would result in a missed opportunity to coordinate the delivery of a series of inter-connected villages.

### **4 Implications, Diversity Impact Assessment and Risk Management**

#### Financial and Procurement Implications

- 4.1 The financial implications arising from adopting and publishing the SPD are to be met from the Planning Budgets for 2017/2018.
- 4.2 The financial implications of coordinating the Council's approach to delivering the NEV is significant. The estimated costs of the infrastructure within the NEV Island Bridge Vision SPD will be reflected in the full annual review of the IDP, anticipated to be completed before the end of 2017.

#### 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.

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Further information on the subject of this report can be obtained from Robert Sweetnam, New Eastern Villages Delivery Team, Direct Dial 07341077574, [NEVBridgeVision@swindon.gov.uk](mailto:NEVBridgeVision@swindon.gov.uk).

# **New Eastern Villages (NEV) Island Bridge Vision**

## **Supplementary Planning Document (SPD)**

**Planning Committee**

**Date: 13<sup>th</sup> June 2017**

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- 4.4 The draft SPD has gone through the statutory process for preparation and adoption of an SDP as set out in the Town and Country Planning (Local Planning) (England) Regulations 2012. If adopted by the Council, the SPD will be a material consideration for the purpose of determining planning applications by the Council, in so far as relevant to individual planning proposals.

### **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 on policies within the Local Plan 2026, particularly Policy NC3 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 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 SPD conforms with the policies in the Local Plan which has already undergone a DIA and no negative impacts were predicted. However, an additional DIA has accompanied the SPD throughout the consultation. The amendments to the SPD are such that no further alterations are required to the existing DIA, which is available upon request.

### **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**

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Further information on the subject of this report can be obtained from Robert Sweetnam, New Eastern Villages Delivery Team, Direct Dial 07341077574, [NEVBridgeVision@swindon.gov.uk](mailto:NEVBridgeVision@swindon.gov.uk).

# **New Eastern Villages (NEV) Island Bridge Vision**

## **Supplementary Planning Document (SPD)**

**Planning Committee**

**Date: 13<sup>th</sup> June 2017**

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- 8.1 If Planning Committee adopt the SPD, it will be printed as soon as reasonably practical. Copies of the SPD will be distributed to the Borough's libraries and the Borough's Town and Parish Councils. Hard copies of the document would also be made available for inspection at the Civic Offices and will be available online on the Council's website.

### **9 Background Papers**

- 9.1 Appendix 1 – New Eastern Villages Island Bridge Vision SPD (June 2017)
- 9.2 Appendix 2 – New Eastern Villages Island Bridge Vision SPD – Statement of Consultation June 2017



Swindon Borough Council

# New Eastern Villages Island Bridge Vision

Supplementary Planning Document



June 2017





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## 1 Introduction

### 1.1 Purpose of this guide

- 1.1.1 Policy NC3 of the adopted Swindon Borough Local Plan 2026 (March 2015) identifies land to the east of A419 as strategic allocation for mixed use development. This allocation is known as the New Eastern Villages (NEV) and shall comprise a series of new inter-connected distinct villages and an expanded South Marston village, defined by the network of Green Infrastructure (GI) corridors.
- 1.1.2 South of the A420, villages correspond with higher ground within the flood plain and comprise: Great Stall West, Great Stall East, Upper Lotmead, Lotmead, Lower Lotmead, Redlands and Foxbridge. These villages will be delivered by a number of separate developers, and therefore there may be some areas of land outside of submitted application boundaries. The Council recognises that responsibility for delivering some of the southern links may have to rest with the Council. This Supplementary Planning Document (SPD) therefore sets out to provide the vision for connectivity between the southern NEV development islands. These links will comprise:
- Infrastructure for vehicular traffic; and
  - Infrastructure within green corridors for non-motorised users.
- 1.1.3 North of the A420 and mainline railway, the expanded village of South Marston and the village of Rowborough will be delivered by a consortium of developers and all new bridges in this area are currently provided for through an existing outline planning application. These bridges are expected to be provided by the developer and are therefore not intended to be delivered through this SPD.
- 1.1.4 This document provides a vision that meets highways demands and minimises impact on flood risk and the environment. It also seeks to ensure high levels of connectivity throughout the NEV and encourages sustainable modes of transport through the delivery of pedestrian and cycle routes. This SPD also seeks to provide guidance on the design expectations for all bridges located within the NEV.
- 1.1.5 The NEV Planning Obligations SPD outlines the infrastructure required for each of the development islands within the NEV and suggests the mechanism to allow the links between the villages to be provided. The delivery of bridge infrastructure and level of contributions required from each application will be assessed on their merits.

## 1.2 Structure of this Guide

1.2.1 This document continues with the following six sections:

- **Section 2 - Policy** section provides an overview of the Council's policies for the NEV allocation as set out in the Local Plan;
- **Section 3 - Site Location and Characteristics** provides a description of the topography and aspirations for the village island developments;
- **Section 4 - Flood Modelling** describes the proposed approach to calculate bridge spans necessary to link development islands without impeding flood water;
- **Section 5 - Bridge Vision** identifies the indicative locations of each structure and provides a description of expected construction materials and aesthetic quality. Illustrations are provided;
- **Section 6 - Technical Approval and Adoption Process** provides developers with design and adoption guidance for structures, earthworks and highway pavement; and
- **Section 7 - Costing** section provides further detail on the whole life costing of infrastructure.
- **Appendices** - Include the Masterplan, Technical Approval and Adoption Process, Wilts & Berks Canal Trust (W&BCT) Technical Note and Flood Levels. The W&BCT Technical note is included for reference only and does not form part of the guidance document.

## 2 Policy

### 2.1 Background

- 2.1.1 Paragraph 135 of the National Planning Policy Framework (NPPF) states that “supplementary planning documents (SPDs) should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development”.
- 2.1.2 SPDs do not set policy in their own right; rather they add further guidance or detail to existing policy. To this end this section outlines the relevant national and local planning policy context for the NEV Island Bridge Vision SPD.

### 2.2 National Planning Policy Framework (NPPF)

- 2.2.1 The NPPF was adopted in March 2012. It sets out the Government’s planning policies for England and how there are expected to be applied. In terms of sustainable transport, Paragraph 35 requires development to “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.”
- 2.2.2 The NPPF states that “[G]ood design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (paragraph 56, NPPF, 2012). Additionally Paragraph 58 states that “[P]lanning policies and decisions should aim to ensure that developments:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
  - optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other

public space as part of developments) and support local facilities and transport networks;

- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping.”

2.2.3 In terms of the natural environment, the NPPF states that the planning system should contribute to and enhance the natural and local environment by “minimising impacts on biodiversity and providing net gains in biodiversity where possible, ...including by establishing coherent ecological networks that are more resilient to current and future pressures” (paragraph 109, NPPF).

2.2.4 The NPPF requires new development to be planned to avoid increased vulnerability to the range of impacts arising from climate change. Where risks are identified they should be managed through suitable adaptation measures, including through the planning of green infrastructure. At Paragraph 100, the NPPF is clear that “[I]nappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary it is made safe without increasing flood risk elsewhere.”

2.2.5 The Planning Practice Guidance (PPG) details a number of planning objectives to help achieve good design and characteristics which well-designed new or changing places should have. These include providing safe, connected and efficient streets; creating cohesive and vibrant neighbourhoods; and encouraging ease of movement.

2.2.6 Further to this, the PPG states:

*“Good quality design is an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design.*

*Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.*

*Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use – over the long as well as the short term.”*

*(Planning Practice Guidance Paragraph: 001 Reference ID: 26-001-20140306)*



## 2.3 Swindon Borough Local Plan 2026

- 2.3.1 The Local Plan, adopted in March 2015, sets out the level of housing, employment and other development needs up to 2026, where this should be located, and the infrastructure required enabling this development to take place. This includes the identification of a number of strategic allocations at the 'new communities', including the NEV, to ensure the planned growth needs are met, and where required, the approach to the framework to secure the delivery of infrastructure requirements to ensure sustainable development is achieved.
- 2.3.2 The primary policy for the NEV is Policy NC3 – The New Eastern Villages (including Rowborough and South Marston Village Expansion). Policy NC3 allocates the NEV as a mixed-use development of inter-connected villages and an expanded South Marston village, defined by a network of green infrastructure corridors. "The development shall provide (amongst other things):
- about 6,000 dwellings (south of the A420);
  - about 1,500 dwellings (north of the A420);
  - 500 dwellings at South Marston;
  - about 40ha of employment land;
  - about 12,000m<sup>2</sup> (gross) of retail floorspace;
  - comprehensive community infrastructure including sports and leisure facilities, education provision, community facilities and a healthcare facility;
  - high quality public realm including outdoor civic public space;
  - sustainable transport links including:
    - walking and cycle network improvements that integrate with existing networks and provide good connectivity within the development and to the surrounding area;
    - a green bridge across the A419 near Covingham Drive to provide for walking, cycling and public transport; and
  - an extensive green infrastructure network that maximises opportunities for habitat connectivity and enhanced biodiversity including extending the River Cole green infrastructure corridor and connecting with Nightingale Wood."
- 2.3.3 Additionally, the development will ensure that:

- “the risk of flooding from the development is minimised, both within the development and at existing neighbouring communities in accordance with Policy EN6;
- biodiversity, including the River Cole Corridor and River Cole Meadow County Wildlife Sites, is protected, integrated and enhanced in accordance with Policy EN4; and
- the route for the Wilts & Berks Canal as set out on the Policies Map will be safeguarded from development in accordance with Policy EN11.”

2.3.4 Alongside Policy NC3, Policy RA3 - South Marston sets out the approach to delivering development at South Marston, including as part of the NEV. The policy will ensure the expansion of South Marston creates an integrated village with a distinct rural and separate identity from Swindon and other settlements.

2.3.5 Other most relevant Local Plan policies are summarised below:

- Policy DE1 – High Quality Design. This policy requires high standards of design for all types of development through assessing schemes against a series of design principles. These include reflecting the context and character of the area; layout, form and function of the development; amenity and the quality of the public realm. The bridges over the floodplain will generate views and vistas across the NEV which will influence the design of the NEV through the Development Management process.
- Policy TR1 – Sustainable Transport Networks. This policy seeks to deliver a reliable and efficient transport network, supporting economic and housing growth, reducing the need to travel, improving safety and security and enabling people to live healthy lifestyles. The Island Bridge Vision should facilitate the design of bridges to promote sustainable transport and active travel.
- Policy TR2 – Transport and Development. This policy sets detailed criteria for decision-making to ensure new development provides appropriate access arrangements, is designed to reduce the need to travel and encourages the use of sustainable transport. The policy also identifies when Transport Assessments, Transport Statements and Travel Plans will be required. The design of the bridges and their locations in the NEV will have an impact on any subsequent assessment through the Development Management process.
- Policy EN1 – Green Infrastructure Network. This policy requires development to provide Green Infrastructure to integrate with existing green corridors identified on the Policies Map, to maximise its connections and functions and ensure the sustainable maintenance and management of it. The NEV contains the River Cole Green Infrastructure Corridor as identified on the Policies Map which the Island

Bridge Vision will need to support. Additionally the Council has committed to producing a NEV Green Infrastructure Strategy SPD to support the requirements of Policies EN1 and NC3.

- Policy EN4 – Biodiversity. This policy seeks to ensure development will avoid direct and indirect negative impacts upon biodiversity and geodiversity sites, as identified on the Policies Map. It also states that all development shall protect and enhance biodiversity and provide local biodiversity gain.
- Policy EN6 – Flood Risk. This policy seeks to reduce the risk and impact of flood risk. Given the location of the villages on higher ground situated within a floodplain, the bridges will need to be designed in a manner, and sited in locations, that do not adversely affect flood risk, whilst allowing for environmental improvements along ecological corridors.
- Policy EN11 – Heritage Transport. This policy safeguards the alignment of the Wilts and Berks Canal through the NEV and its associated structures. Infrastructure development, including bridges, must not prejudice the delivery of the canal. There is also policy support for proposals designed to develop the canals recreational and nature conservation potential.
- Policy IN1 – Infrastructure Provision. This policy sets out the overarching framework for ensuring development makes a positive contribution to sustainable growth, through the delivery of appropriate infrastructure in a timely manner.

## 2.4 Supplementary Planning Documents (SPDs)

- 2.4.1 There are three adopted SPDs that relate to the delivery of the NEV, the NEV Planning Obligations SPD, the SuDS Vision for the NEV SPD and the NEV Framework Travel Plan SPD. The NEV Green Infrastructure (GI) Strategy draft SPD also relates to development at the NEV.
- 2.4.2 The NEV Planning Obligations SPD provides more detailed advice and guidance on the relevant policies in the Local Plan, particularly Policies IN1 (Infrastructure Provision), SD3 (Development Management), NC3 (New Eastern Villages) and RA3 (South Marston).
- 2.4.3 It provides a robust framework for securing the delivery of necessary infrastructure generated by development schemes in the NEV. It assists developers, landowners and other stakeholders in understanding the necessary infrastructure to support development proposals in the NEV, and the context of achieving comprehensive development across the whole NEV. The SPD explains the Council's adopted policy basis for seeking contributions for Infrastructure requirements for the NEV; the basis for apportioning the cost of strategic/shared infrastructure items (where appropriate); the mechanisms to secure infrastructure delivery; and updates the Council's Infrastructure Delivery Plan (IDP) with respect to the NEV (Appendix B of the SPD).

- 2.4.4 The overarching purpose of the IDP is to identify and help deliver the infrastructure required to support growth in the Borough in a sustainable manner, providing homes and jobs and creating a place where people want to live. The IDP therefore responds to and informs the policies in the Local Plan focusing on those infrastructure items which will require capital expenditure. Specific projects of relevance to the NEV Island Bridge Vision SPD include:
- Vehicular links between development islands – construction of highways to secure links throughout the NEV, providing essential infrastructure to connect villages that are separated by the flood plain.
  - Non-motorised user links between development islands – construction of non-motorised user links within green corridors to connect the villages.
- 2.4.5 The Planning Obligations SPD contains an Illustrative Masterplan at Appendix A. The Masterplan details the infrastructure requirements to facilitate the delivery of development in a timely and coordinated way and broadly sets out the form of development, including an indicative road network, bridges across the floodplain, green infrastructure corridors and strategic rights of way. It is expected that the Masterplan will evolve as development proposals are brought forward and detailed site investigations are undertaken.
- 2.4.6 The NEV Framework Travel Plan SPD sets out the principles and suggested management mechanisms that are recommended for adoption to reduce the number of single-occupancy car trips to and from the site. The SPD also outlines measures that will be considered for adoption in the specific travel plans for each site.
- 2.4.7 The NEV Framework Travel Plan SPD requires that the site layout for the NEV will be designed to promote pedestrian and cyclist permeability between development islands, with a network of green infrastructure corridors offering dedicated non-vehicular routes. The public transport network will be supported by the walking and cycling network throughout the NEV, which will also link to existing Swindon communities.
- 2.4.8 The NEV Framework Travel Plan SPD provides guidance on the routes linking the islands and principal access points as 'Primary Routes'.
- segregated cycle/pedestrian lanes to comply with the current adopted standards, to be located on both sides of the carriageway to provide dual-directional flow where possible;
  - 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.
- 2.4.9 Segregated provision alongside primary roads is suitable providing compliance to Sustrans guidance, for 'acceptable minimum', for segregated cycle route provision (table H9 of Handbook for Cycle Friendly Design).

- 2.4.10 Regarding rights of way, the SPD states that strategically designed rights of way will provide attractive access to and through the GI, using both adopted and non-adopted highway routes. This will contribute towards improved health and well-being and create a place where people will want to live.
- 2.4.11 The route of the Wiltshire and Berkshire canal will further provide an opportunities for increased pedestrian and cycle movements within the NEV, through the provision of tow paths interconnected with the Rights of Way Network.
- 2.4.12 The NEV GI Strategy draft SPD outlines a number of key GI principles to provide guidance on the GI expectations within the NEV. There is significant opportunity to deliver a well-designed network of inter-connected green spaces across the NEV, reflecting a broad range of GI typologies that are multifunctional and accessible to all. GI will play a key part in delivering sustainable transport links; mitigating impacts of the NEV on landscape character and views from the North Wessex Downs Area of Outstanding Natural Beauty (AONB); and minimising flood risk.

## 3 Site Location and Characteristics

### 3.1 Location

3.1.1 The NEV Local Plan allocation is located to the east of Swindon. The site is bisected east/west by the A420 Oxford Road and the London to Wales/Bristol railway. To the north of the A420 and main line Railway are South Marston and Rowborough. To the south of A420, NEV will comprise the following villages:

- Great Stall West
- Great Stall East
- Upper Lotmead
- Lotmead
- Lower Lotmead
- Redlands
- Foxbridge

### 3.2 Great Stall West

3.2.1 With an approximate area of 78 hectares, Great Stall West is among the largest of the villages and will contain the District Centre including retail, leisure and health facilities. Immediately south of the A420 and adjacent to the A419, the District Centre will provide a focus for the New Eastern Villages communities, and will be of a suitable scale and exemplary design. Great Stall is located close to one of the key gateways in to Swindon, and as a result the design should reflect upon this.

3.2.2 The NEV can make a significant contribution towards Swindon's economy. The main employment allocation for the NEV will be within the Great Stall West development area. In line with Local Plan Policy NC3, employment land within the NEV will comprise approximately 30 ha for Class B8 uses, 7.5 ha for Class B1b/c or Class B2 and the District Centre itself will include 2.5 ha for Class B1a uses.

### 3.3 Great Stall East

3.3.1 Great Stall East has an approximate area of 50 hectares and will be located south of the railway and A420. The rapid transit system (RTS) will run east-west through this development area connecting the park and ride facility with the main area of Swindon, via Great Stall Bridge. It will act as a central spine connecting the length of Great Stall and the key services and facilities within the development. As such, Great Stall East will have a significant role to play within the overall NEV in providing connectivity with the wider urban area.

3.3.2 A strong built structure and high levels of connectivity will be required to connect the Education Campus, which will incorporate primary, secondary and 16-18 education facilities, with the other NEV villages. Great Stall East is located close to one of the key



gateways in to Swindon, and as a result the design should reflect upon this, as well as its rural surroundings.

- 3.3.3 The River Cole corridor should provide a central recreational feature and wildlife area for the enjoyment of the people who will live and work in the NEV, to support and promote the biodiversity of the area and for the benefit of the wider community. This important feature should play a key factor in the influence of the form and design of the development.

### 3.4 Upper Lotmead

- 3.4.1 Upper Lotmead is approximately 20ha and lies adjacent to the A419 and alongside the historic Roman settlement of Durocornovium; a Scheduled Monument (SM).
- 3.4.2 The village of Upper Lotmead will primarily be residential and will share links with the District Centre and the existing Swindon urban area. The village should consider the views from Upper Lotmead to the east and create a strong and distinctive architectural response, particularly along the highly visible edges, to strengthen its character and provide a strong identity for this village.

### 3.5 Lotmead

- 3.5.1 This development area lies between Upper Lotmead and Lower Lotmead, and will include facilities such as a village centre and a primary school. Lotmead must be well connected with strong north-south and east-west vehicle links across the surrounding green infrastructure.
- 3.5.2 To the south west of Lotmead lies Durocornovium, a SM and the historic route of the Roman Road. In addition the existing Wanborough Road, which connects Wanborough to Swindon, runs to the south.
- 3.5.3 The development structure of the village will be directed around the centrally sited and co-located primary school and village centre.

### 3.6 Lower Lotmead

- 3.6.1 This village will be surrounded by strategic GI, which provides a unique context and strong relationship with the natural and rural environment beyond. Development on its eastern edge will need to be carefully designed and landscaped to ensure that there is a gentle and gradual transition between the village and open countryside to the east.
- 3.6.2 The village will contain a centrally located primary school and local centre to provide for the needs of its residents. As well as road connections, footpath and cycle links to the adjacent villages need to be direct and attractive to encourage residents to walk and cycle.
- 3.6.3 Given its setting, the design must consider the surrounding landscape and rural character by incorporating development gaps and strong landscaping. As set out on the Policies

Map, the indicative route of the Wilts & Berks Canal may be located through this village and has the potential to provide a strong identity for the island and encourage greater connectivity with the neighbouring areas north and south.

### 3.7 Redlands

- 3.7.1 The development of Redlands Airfield will need to deliver a high quality development which is respectful of the area's character and setting. In particular, it must ensure the graduated transition from the built form to the surrounding rural area, softening the edge of the development towards the non-coalescence area, which is defined in Policy NC3 to protect the character and identity of Wanborough, Bishopstone and Bourton.
- 3.7.2 Redlands will include primary school and other amenities necessary for a sustainable community to thrive.

### 3.8 Foxbridge

- 3.8.1 This village signals the development edge of the NEV from the south. With an area of less than 27Ha, it is one of the smaller villages within the NEV. As set out on the Policies Map, the indicative route of the Wilts & Berks Canal may cut through this village and has the potential to provide a strong identity for the island and encourage greater connectivity with the neighbouring areas north and south.

### 3.9 Geography, Geology and Heritage

- 3.9.1 The site of the 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 (National Character Area 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.
- 3.9.2 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 (EA) (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.
- 3.9.3 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 GI network will include existing watercourses and their 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.

- 3.9.4 Sympathetically developing the NEV to include consideration and enhancement of existing green spaces and biodiversity, and incorporating GI 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 NEV and their residents are connected through their relationship with and use of the GI. In addition to providing for leisure activities, connectivity and biodiversity, the large areas of informal GI space will also perform important flood alleviation and water storage functions.
- 3.9.5 The watercourses within the NEV namely the River Cole, Liden Brook, Lenta Brook, Dorcan Brook and Earls court Brook are geomorphologically stable, although there will be some erosion and deposition, especially under flood events. In this regard, the current location of the channels is not expected to change significantly; the gradient is too low and the supply of coarse bedload material is limited.
- 3.9.6 Notwithstanding the above, it should be noted that river engineering, including bridges, and in particular the cumulative impacts of a number of bridges, can impact on the natural processes at work within river systems. 'Hydromorphology' is how the flow of water helps create a diverse range of in-stream habitats by driving natural processes such as erosion and deposition.
- 3.9.7 Historic assets will also feature as integral parts of the development. All development in the NEV will need to consider the existing historic assets on the site, their setting and an assessment of their significance in line with the NPPF.
- 3.9.8 Within and neighbouring the Eastern Villages the following historic assets have been identified:
- *Durocornovium* (a Scheduled Monument);
  - A number of Listed Buildings;
  - South Marston Farm (medieval earthworks) and Moor Leaze Farm; and,
  - Lower Wanborough and Upper Wanborough Conservation Areas.
  - Bourton Conservation Area
- 3.9.9 The nationally significant former roman settlement of Durocornovium is considered a unique asset to the site and should positively contribute to the ambitions expressed in the Vision.
- 3.9.10 There must be a positive integration of the new development within the historic built and natural landscape. The development should respect the setting of individual assets such as Listed Buildings and Conservation Areas, hedgerows and ancient rights of way, and preserve archaeology in situ. As set out in the National Planning Policy Framework (NPPF)

applicants will be required to describe the significance of historic assets and the contribution of their setting.

### 3.10 Canal Alignment

- 3.10.1 Wiltshire and Berkshire Canal Trust (W&BCT) is working to reinstate the original canal branches as constructed in 1810. The original canal route passed through the centre of Swindon and cannot currently be reinstated. An alternative safeguarded alignment has therefore been agreed which will enable W&BCT to construct a new canal link to the south east of Swindon. The safeguarded canal alignment passes through the NEV development and is illustrated on the Masterplan (Appendix A).
- 3.10.2 Where new NEV infrastructure intersects the safeguarded canal alignment, appropriate structures will be provided such that the canal route is uncompromised. In locations where the canal route crosses existing public rights of way, Swindon Borough Council would expect any future canal planning applications to mitigate its impact on this existing infrastructure.
- 3.10.3 The indicative route on the Local Plan Policies Map (NC3) illustrates the broad alignment of the canal, however, this may need to be altered due to unknown site specific constraints which may come to light through the detailed design stage. Until this stage, sites should safeguard this indicative alignment from development.

## 4 Flood Modelling

### 4.1 Environment Agency Requirements

4.1.1 The Environment Agency (EA) has recommended the following condition for the development area north of the A420. With each application assessed on its merits, the specific elements of this condition are likely to vary for each of the developments, however it outlines the key principles which will be taken forward at crossing points throughout the NEV.

4.1.2 *“No development of any crossing points of the South Marston Brook shall take place until a detailed design of the crossing points has been submitted to and approved in writing by the local planning authority. The crossing points shall be subsequently carried out in accordance with the approved plans. The detailed design shall include the following:*

- *Detailed plans and cross sections*
- *Method statement of how the impact of any crossing has been minimised and mitigated for its impact on biodiversity*
- *Detailed designs to ensure hydraulic capacity is at least consistent with the existing watercourse and able to accept a 1 in 100 year flood flows plus an assessment for climate change (an additional 20%).*
- *The Soffit level of the bridge should be set 600mm above the maximum flood water level to allow clearance from debris and wave action, and a further 300mm to allow for changes in water level due to climate change.*
- *Detailed designs to ensure the bridge crossings do not cause flooding either at the site or upstream and downstream of the site. Afflux backwater effect should be kept to a minimum and in all cases must not exceed 75 mm.*
- *The abutments should be set back from brink of bank to allow for maintenance and improvement works and provide suitable space to allow mammals to pass.*
- *To ensure any bridge crossing points are sensitively designed and implemented so there will be no detrimental impact on the South Marston Brook in terms of flood risk and biodiversity. This condition is in accordance with Paragraph 103 and 109 of the NPPF.*
- *We advise that all bridge crossings are clear span in design with abutments set outside the 1 in 100 year plus climate change allowance extent.*

**Reason:** *To ensure any bridge crossing points are sensitively designed and implemented so there will be no detrimental impact on the South Marston Brook in terms of flood risk and biodiversity. This condition is in accordance with Paragraph 103 and 109 of the NPPF. We advise that all bridge crossings are clear span in design with abutments set outside the 1 in 100 year plus climate change allowance extent.”*

4.1.3 The EA in their role as a statutory consultee would expect to see an assessment made with the new climate change allowances which have been updated from 20% to 70%. They have also stated that as part of the planning process, they would expect to see a more detailed assessment demonstrating the following:

- Any loss of floodplain storage and compensation required within 1% AEP (Annual Exceedance Probability) with an allowance for climate change.
- That any structure does not impede floodwaters.
- That there will be no increase in flood risk elsewhere.

4.1.4 Regarding Biodiversity, the EA have recommended the following to ensure high quality green corridor links for wildlife are maintained:

- The consideration of biodiversity at the bridge design phase, to try and ensure that where possible foundation structures are set back from the river channel to maintain a natural riverbank below the bridge.
- Minimising the shading effect of the structures.

4.1.5 These principles have been considered to provide an indication of the minimum requirements of the structures required for the six road crossing points and will also need to be taken forward as considerations at the detailed design stage. The key principles that need to be considered at this stage are:

- *“The impact of any crossing has been minimised and mitigated for its impact on biodiversity.”* A minimum 5m shelf will need to be provided and has been considered within the minimum requirements for the structures. This is to provide biodiversity enhancement as well as ensure the structure can accommodate the required flow. Full ecological surveys will need to be carried out and the detailed design will need to mitigate against any potential impacts. It is proposed that abutments are set back from the river channel to maintain a natural channel bank below the bridge to ensure high quality green corridor links for wildlife are maintained.
- *“The Hydraulic capacity of the proposed structure so it is at least consistent with the existing watercourse and able to accept a 1 in 100 year flood flows plus an assessment for climate change [EA currently require an additional 70% for the Upper Thames Catchment].”* The Structure will require alterations to the watercourse to ensure the flow can pass through. The outline proposal of the minimum 5m shelf will not affect the existing flow arrangement of the watercourse in lower order events. The 5m shelf will only be underneath the structure and for a minimal length upstream and downstream so will not affect the existing watercourse flow regime. It is proposed that the cross-section area of the channel with the created shelf will take this flow to ensure it will not increase the modelled flood levels that have been provided by the EA up to and including the 1 in 100 year plus climate change event (currently 70%).
- *“The Soffit level of the bridge should be set 600mm above the maximum flood water level to allow clearance from debris and wave action, and a further 300mm to allow for changes in water level due to climate change.”* The 1 in 1000 year flood levels have been used at this stage with a 600mm freeboard allowance to



provide initial bridge sizes. The exact levels will be calculated through a more detailed assessment at the detailed design stage.

- *“Detailed designs to ensure the bridge crossings do not cause flooding either at the site or upstream and downstream of the site. Afflux backwater effect should be kept to a minimum and in all cases must not exceed 75 mm.”* The outline proposal of the minimum 5m shelf will not affect the existing flow arrangement of the watercourse in lower order events. The 5m shelf will only be underneath the structure and for a minimal length upstream and downstream so will not affect the existing watercourse flow regime. To ensure flood plain water will not be held back by the new embankment, flood relief culverts will be installed at regular intervals to ensure connectivity of the flood plain is maintained. Detailed design will need to ensure that the proposed measures will not cause flooding upstream or downstream and the afflux backwater effect kept within the acceptable limits.
- *“The abutments should be set back from brink of bank to allow for maintenance and improvement works and provide suitable space to allow mammals to pass.”* This should be provided in the initial design and is accounted for in this SPD.
- *“All bridge crossings are clear span in design with abutments set outside the 1 in 100 year plus climate change allowance extent.”* The structure has been sized to accommodate the 1 in 100 year plus climate change flows. These structures have significantly greater capacity than the structures under the A419 upstream and the structure under the railway line downstream. Level for level compensation will be provided to mitigate for the loss of flood plain from the embankment.

## 4.2 Outline Fluvial Modelling

- 4.2.1 Flood levels have been calculated on current guidance from the EA and are outlined in Appendix E. The detailed design of each item of infrastructure should be informed by the current accepted EA model.
- 4.2.2 Based on these outline flow rates and flood levels, the span lengths and soffit levels for each of the bridges, with the exception of Bridge 3, have been calculated and are shown in Table 1. The 1 in 1000 year flood levels have now been used at this stage to provide more accurate Bridge Soffit levels.

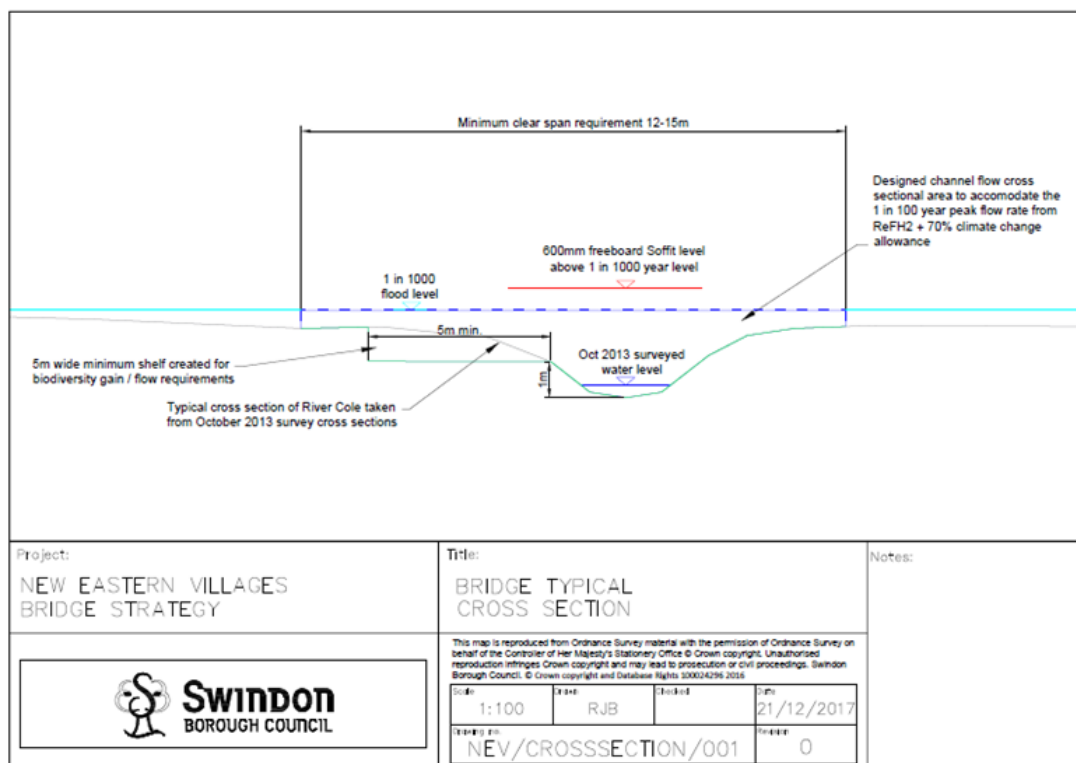
Table 1 – Flood Levels and Soffit Heights

Location	1 in 1000 year flood level	Bridge Soffit level (m AOD)	Span length (m)
Bridge 1	91.570	92.170	12
Bridge 2	91.969	92.569	12
Bridge 4	89.728	90.328	15
Bridge 5	92.141	92.641	12
Bridge 6b	92.540	93.140	12

4.2.3 It is assumed that Bridge 3 will be a 7m wide box culvert as it is located on an ordinary watercourse where the flood plain, which is proposed to be diverted as part of the Lotmead application, is shown to be within the channel.

4.2.4 An indicative cross section of the bridge crossing the watercourse is shown below, it is based on the characteristics of the Location of Bridge 4; the same principles will apply to the other bridge locations.

Indicative Cross Section



## 5 Bridge Vision

### 5.1 Key Principles of the Bridge Vision

5.1.1 The Council expects NEV bridges to satisfy the following requirements:

- Hydraulic capacity of each structure must be at least consistent with the existing watercourse and able to accept 1:100 year flood flows plus an assessment for climate change (EA currently require an additional 70% for the Upper Thames Catchment), in accordance with EA guidance;
- Bridges will be viewed from footpaths and cycle routes within the GI, it is therefore important that they are designed with high aesthetic merit. The style of each bridge should be appropriate to its surroundings and reflect/complement architecture of adjoining villages;
- SBC is open to innovative design and use of new materials. The Council would welcome applications which would deliver “Gateway” feature structures;
- All structures must be affordable to maintain. The Council expects all designs to consider and discourage antisocial behaviour which may result in damage to the structure. All elements must be easily accessible for maintenance;
- All structures must be constructed with 120 year design life. If materials with shorter design lives are selected, the Council will expect sufficient commuted sums to maintain the structure for 120 years; and
- All structures must ensure high quality green corridor links for wildlife are maintained in accordance with best practice as described at:  
[www.gov.uk/government/news/green-bridges-safer-travel-for-wildlife](http://www.gov.uk/government/news/green-bridges-safer-travel-for-wildlife).

### 5.2 Route Hierarchy

5.2.1 Within the NEV development, there is a hierarchy of four classifications of highway, namely:

- Primary Vehicular Through Route;
- Secondary Vehicular Through Route;
- Village Vehicular Access; and
- Pedestrian/Cycle Routes.

5.2.2 *Primary Vehicular Through Route* bridges will require a deck width of a minimum of 16.7 metres. This will allow for 7.3 metre road width and two 3.5 metre (absolute minimum) width shared cycle/footways, with necessary separation strips between carriageway and parapets.

5.2.3 *Secondary Vehicular Through Route* bridges will require a deck width of 16.15 metres. This will allow for 6.75 metre road width and two 3.5 metre (absolute minimum) width shared cycle/footways, with necessary separation strips between carriageway and parapets.

- 5.2.4 *Village Vehicular Access* bridges will require a deck width of 12.9 metres. This will allow for 6.2 metre road width with a 3.0 metre width shared cycle/footways on one side, a 2.0 metre footway on the other and necessary separation strips between carriageway and parapets.
- 5.2.5 *Pedestrian/Cycle Route* bridges are assumed to be constructed with deck widths of 3.5 to 4 metres depending upon location and planned demand.

### 5.3 Primary/Secondary/Access Bridge Infrastructure

- 5.3.1 To the south of the A420, the islands of: Upper Lotmead, Lotmead, Lower Lotmead, Great Stall West, Great Stall East and Redlands will be connected by six road links.
- 5.3.2 An indicative location plan for the links is shown at Figure 5.1.
- 5.3.3 Of the six road links, four may be delivered by the Council with funding secured through Section 106 agreements, whilst the two remaining bridges are likely to be delivered by developers. The current estimated costs for the delivery of the bridges has been calculated by the Council, and are outlined within the NEV Planning Obligations SPD.

### 5.4 Great Stall West (District Centre) to Upper Lotmead

- 5.4.1 This link will connect the district centre with areas of residential to the south. The Council expect the design of this structure to reflect the urban environment.
- Reference: 5
  - Watercourse: River Cole
  - Expected to be delivered by: Swindon Borough Council
  - Structure Type: Clear span bridge
  - Hierarchy: Secondary Vehicular Route
  - Deck Width: 16.15 metres
  - Span: 12 metres (approximate)
  - Approach Earthworks length: 60 metres
  - Suggested materials: Reinforced concrete integral bridge
  - Suggested Finishes: Textured concrete or brick/stone cladding, steel parapets

### 5.5 Great Stall West (Symmetry Park) to Upper Lotmead

- 5.5.1 This link will connect the Symmetry Park employment with residential areas to the south. The Council expect the design of this structure to reflect the urban environment.
- Bridge Structure Reference: 1
  - Watercourse: River Cole
  - Expected to be delivered by: Swindon Borough Council
  - Structure Type: Clear span bridge
  - Hierarchy: Primary Vehicular Route
  - Deck Width: 16.7 metres

- Span: 12 metres (approximate)
- Approach Earthworks length: 150m
- Suggested materials: Reinforced concrete integral bridge
- Suggested Finishes: Textured concrete or brick/stone cladding, steel parapets

## 5.6 Great Stall East to Lower Lotmead

5.6.1 This link will connect the secondary school to the residential areas to the south. The Council expect the design of this structure to reflect or complement the architectural style of these villages.

- Bridge Structure Reference: 4
- Watercourse: River Cole
- Expected to be delivered by: Ainscough or Swindon Borough Council
- Structure Type: Clear span bridge
- Hierarchy: Primary Vehicular Route
- Deck Width: 16.7 metres
- Span: 15 metres (approximate)
- Approach Earthworks length: 290m
- Suggested materials: Reinforced concrete integral bridge
- Suggested Finishes: Textured concrete or brick/stone cladding, steel parapets

5.6.2 The increased width is required to serve the intensified pedestrian and cyclist flow associated with access to the Secondary School at Great Stall East.

## 5.7 Upper Lotmead to Lotmead

5.7.1 This link will connect the residential areas to the west to a primary school. The Council expect the design of this structure to reflect or complement the architectural style of these villages.

- Bridge Structure Reference: 2
- Watercourse: Dorcan Stream
- Expected to be delivered by: Swindon Borough Council
- Structure Type: Clear span bridge
- Hierarchy: Primary Vehicular Route
- Deck Width: 16.7 metres
- Span: 12 metres (approximate)
- Approach Earthworks length: 180 metres
- Suggested materials: Reinforced concrete integral bridge
- Suggested Finishes: Textured concrete or brick/stone cladding, steel parapets

## 5.8 Lotmead to Lower Lotmead

5.8.1 This link will connect residential areas. The Council expect the design of this structure to reflect or complement the architectural style of these villages.

- Bridge Structure Reference: 3
- Watercourse: Drainage Ditch to River Cole
- Expected to be delivered by: Ainscough
- Structure Type: Box Culvert
- Hierarchy: Primary Vehicular Route
- Deck Width: 16.7 metres
- Span: 1.2 metres (approximate)
- Approach Earthworks length: 310 metres
- Suggested materials: Reinforced concrete integral bridge
- Suggested Finishes: Textured concrete or brick/stone cladding, steel parapets

## 5.9 Lower Lotmead to Redlands

- 5.9.1 This highway link crosses one watercourse and the safeguarded canal alignment. As such the bridge details for each structure are given separately.
- 5.9.2 Swindon Borough Council's adopted Local Plan has a policy requirement to safeguard the alignment of a canal route through the NEV development. So as not to compromise delivery of the canal, the NEV development must provide a road bridge over the safeguarded canal route at the Redlands development. The Wilts & Berks Canal Trust technical note (Appendix C) is included only as a reference to justify the likely dimensions of this bridge, which will assist with cost estimation.
- 5.9.3 The canal bridge would be constructed with a short section of puddled earthworks. This would mitigate the risk of disturbance to the bridge structure when the canal is constructed.
- 5.9.4 The location of the canal crossing is within a proposed cutting section of the canal. This is approximately at chainage of 4,500 in Figure 10 of the W&BCT Technical Note, Flood Protection of New Eastern Villages (Appendix C).
- 5.9.5 The proposed 7m span in-situ box culvert for the canal is consistent with similar structures provided in Wichelstowe. The required canal draining works on the approaches to this bridge will be included as part of any cost estimation.
- Bridge Structure Reference: 6a
  - Watercourse: Safeguarded canal route
  - Expected to be delivered by: Swindon Borough Council
  - Structure Type: Insitu box
  - Hierarchy: Tertiary Vehicular Access Route
  - Deck Width: 12.9 metres
  - Span: 7 metres (approximate)
  - Earthwork length: included within 6a (above)
  - Suggested materials: Reinforced concrete integral bridge
  - Suggested Finishes: Textured concrete or brick/stone cladding, steel parapets
  - Reference: 6b
  - Watercourse: Liden Brook



- Expected to be delivered by: Swindon Borough Council
- Structure Type: Clear span bridge
- Hierarchy: Tertiary Vehicular Access Route
- Deck Width: 12.9 metres
- Span: 12 metres (approximate)
- Earthwork length: 410m (combined)
- Suggested materials: Reinforced concrete integral bridge
- Suggested Finishes: Textured concrete or brick/stone cladding, steel parapets

## 5.10 Pedestrian/Cycle Infrastructure

5.10.1 The flood zones provide green wildlife corridors throughout the NEV. Within these corridors, structures will be provided where footways, off-road cycle routes and bridleways cross watercourses. Footpaths and cycleways approaching bridges within the green infrastructure will be constructed at existing ground level and may be submerged from time to time during flood events; this may however prejudice against adoption as Highway Maintainable at Public Expense. Bridges will be notionally higher in order to comply with EA clearances and therefore only require minimal approach earthworks.

## 5.11 Great Stall West to Upper Lotmead (District Centre)

5.11.1 This bridge will connect the District Centre with a residential area to the south.

- Bridge Structure Reference: 7
- Watercourse: River Cole
- Structure Type: Clear span bridge
- Expected to be delivered by: Swindon Borough Council
- Deck Width: 3.5 metres
- Span: 12 metres (approximate)
- Suggested materials: Concrete, timber or steel

## 5.12 Upper Lotmead to Lotmead

5.12.1 This bridge will connect residential areas.

- Bridge Structure Reference: 8
- Watercourse: Dorcan Stream
- Structure Type: Clear span bridge
- Expected to be delivered by: Swindon Borough Council
- Deck Width: 3.5 metres
- Span: 12 metres (approximate)
- Suggested materials: Concrete, timber or steel

## 5.13 Great Stall East to Lotmead

5.13.1 This bridge will connect Symmetry Park with residential areas to south of River Cole.

- Bridge Structure Reference: 9
- Watercourse: River Cole
- Structure Type: Clear span bridge
- Expected to be delivered by: Swindon Borough Council
- Deck Width: 3.5 metres
- Span: 15 metres (approximate)
- Suggested materials: Concrete, timber or steel

#### 5.14 Great Stall East Green Infrastructure

5.14.1 This bridge will provide a Green Infrastructure crossing point of the River Cole, near to Acorn Bridge.

- Bridge Structure Reference: 10
- Watercourse: River Cole
- Structure Type: Clear span bridge
- Expected to be delivered by: Swindon Borough Council
- Deck Width: 3.5 metres
- Span: 15 metres (approximate)
- Suggested materials: Concrete, timber or steel

#### 5.15 Lotmead/Lower Lotmead

5.15.1 This structure will provide a link across a drainage ditch, between Lotmead and Lower Lotmead.

- Bridge Structure Reference: 11
- Watercourse: Drainage Ditch
- Structure Type: Clear span bridge
- Expected to be delivered by: Swindon Borough Council
- Deck Width: 3.5 metres
- Span: 12 metres (approximate)
- Suggested materials: Concrete, timber or steel

#### 5.16 Lotmead/Lower Lotmead

5.16.1 This structure will provide a link across a drainage ditch, between Lotmead and Lower Lotmead.

- Bridge Structure Reference: 12
- Watercourse: Drainage Ditch
- Structure Type: Clear span bridge
- Expected to be delivered by: Swindon Borough Council
- Deck Width: 3.5 metres
- Span: 12 metres (approximate)
- Suggested materials: Concrete, timber or steel

## 5.17 Foxbridge to Wanborough

5.17.1 This structure will replace an existing bridge on land at Marsh Farm.

- Bridge Structure Reference: 14
- Watercourse: Liden Brook
- Structure Type: Clear span bridge
- Expected to be delivered by: Swindon Borough Council
- Deck Width: 3.5 metres
- Span: 12 metres (approximate)
- Suggested materials: Concrete, timber or steel

## 5.18 Upper Lotmead to Lotmead

5.18.1 This structure provide a new bridge on land at Lotmead Farm.

- Bridge Structure Reference: 13
- Watercourse: Dorcan Stream
- Structure Type: Clear span bridge
- Expected to be delivered by: Swindon Borough Council
- Deck Width: 3.5 metres
- Span: 12 metres (approximate)
- Suggested materials: Concrete, timber or steel

## 5.19 Canal Towpath Lotmead Village

5.19.1 When the canal is constructed, this structure will form a section of towpath. At this location, the canal will sever a drainage ditch which discharges into the Liden Brook. The canal planning application will be required to provide mitigation.

- Bridge Structure Reference: 15
- Watercourse: Drainage Ditch
- Structure Type: Concrete box culvert
- Expected to be delivered by: Wiltshire & Berkshire Canal Trust
- Deck Width: 3.5 metres
- Span: Canal planning application to confirm
- Suggested materials: Concrete and consistent with TRFD requirements

## 5.20 Canal Towpath Foxbridge

5.20.1 The safeguarded canal alignment severs an existing public right of way. The canal planning application will be required to provide mitigation.

- Bridge Structure Reference: 16
- Watercourse: Canal
- Structure Type: Clear span bridge
- Expected to be delivered by: Wiltshire & Berkshire Canal Trust

- Deck Width: 3.5 metres
- Span: 20 metres (approximate)
- Suggested materials: Concrete, timber or steel and consistent with TRFD requirements

## 5.21 Canal Towpath South of Foxbridge

5.21.1 The safeguarded canal alignment severs an existing public right of way. The canal planning application will be required to provide mitigation.

- Bridge Structure Reference: 17
- Watercourse: Canal
- Structure Type: Clear span bridge
- Expected to be delivered by: Wiltshire & Berkshire Canal Trust
- Deck Width: 3.5 metres
- Span: 20 metres (approximate)
- Suggested materials: Concrete, timber or steel and consistent with TRFD requirements

## 5.22 Canal Cross Drainage Structure for Liden Brook

5.22.1 The safeguarded canal alignment crosses the Liden Brook. The canal planning application will be required to provide mitigation.

- Bridge Structure Reference: 18 & 19
- Watercourse: Canal/Liden Brook
- Structure Type: Cross Drainage Structure
- Expected to be delivered by: Wiltshire & Berkshire Canal Trust

## 5.23 Canal Culvert beneath Wanborough Road

5.23.1 The safeguarded canal alignment crosses Wanborough Road. The canal planning application will be required to provide mitigation.

- Bridge Structure Reference: 20
- Watercourse: Canal
- Structure Type: Insitu box
- Span: 7 metres (approximate)
- Expected to be delivered by: Wiltshire & Berkshire Canal Trust
- Suggested materials: Reinforced concrete integral bridge
- Suggested Finishes: Textured concrete or brick/stone cladding, steel parapets

## 5.24 Architectural Form

5.24.1 Throughout the NEV, primary bridge structures will be perpendicular to pedestrian routes. As such, side elevations will be visible from adjoining GI and should be of high aesthetic quality.

- 5.24.2 The Council's expectation is that the architectural form of each bridge will be distinct, complement the character of the adjacent villages and provide a sense of place.
- 5.24.3 The Council would welcome innovative design concepts which satisfy the desire to achieve high architectural quality without exacerbating maintenance liabilities.
- 5.24.4 Detailed design of all bridges must comply with flood modelling requirements as specified by the EA and will require Technical Approval by SBC.
- 5.24.5 SBC expect these environmental factors to be routinely addressed at detailed design stage. The indicative typical cross section for the watercourse crossings shown in 4.2.5 include for a minimum 5m wildlife corridor in consideration of biodiversity requirements.

## 5.25 Bridge Examples

- 5.25.1 Wichelstowe is a new development, located in south Swindon. Within Wichelstowe, bridge structures have been designed to reflect the style of the development architecture. Similarly, SBC expect bridge infrastructure to complement the architecture of neighbouring NEV developments. The following primary infrastructure example from Wichelstowe was designed to complement development architecture and illustrates a structure with similar span to NEV bridges.



(Image reference: [www.wichelstowe.co.uk](http://www.wichelstowe.co.uk))

- 5.25.2 Below is an example cycle/footway canal bridge at Beavan's Bridge, Swindon. A bridge of similar architectural merit could form an appropriate canal crossing within the NEV development.





(Image Reference: Wiltshire Swindon & Oxfordshire Canal Partnership [www.canalpartnership.org.uk](http://www.canalpartnership.org.uk))

- 5.25.3 Cycle/footway structures will be required within shared cycle/footway network through GI to cross water courses. These may be of similar construction to the timber and steel structures which are illustrated below.



Steel/timber pedestrian bridge, Trowbridge





Timber/brick pedestrian/cycleway structure, Swindon



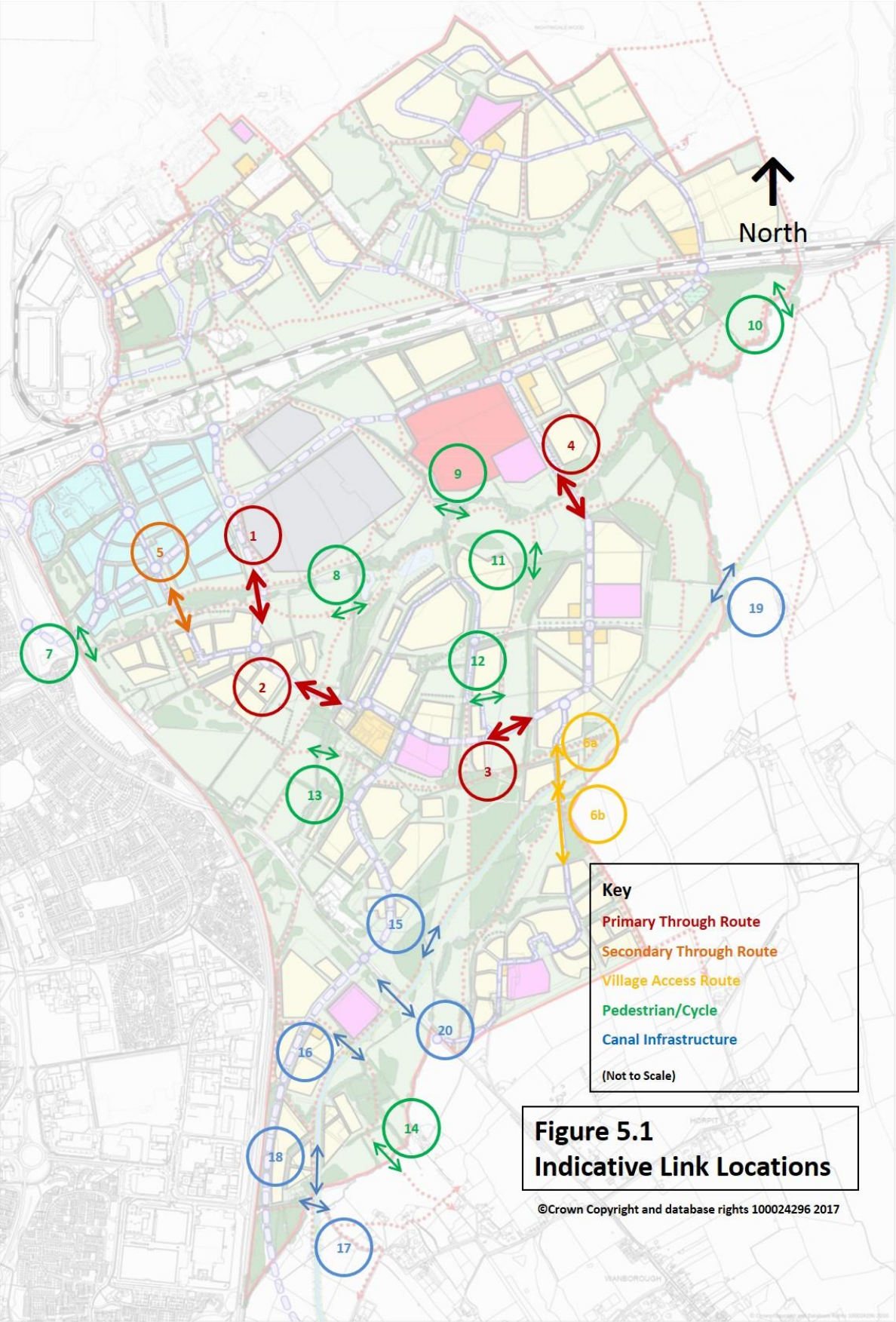
Steel pedestrian/cycleway structure, Swindon

- 5.25.4 Should culverts be constructed with pre-cast concrete construction, textured formwork may be used to give identity and individuality. The image below illustrates an example of textured formwork which replicates a stone wall effect.





Figure 5.1 – Indicative Link Locations



## 6 Technical Approval and Adoption Process

### 6.1 NEV Structures

- 6.1.1 NEV links between development islands will comprise structures, earthworks, highway pavement and associated features. All of these assets will need to be constructed to adoptable standard.

### 6.2 NEV Approval Guidance

- 6.2.1 Technical Approval and Adoption Process guidance for structures is given at Appendix B. Alternatively, guidance should be sought from the appropriate Highways Asset Management Officer.

## 7 Costing

### 7.1 Whole Life Costing

- 7.1.1 The traditional method scheme appraisal in the construction industry focuses upon the capital works cost and does not consider the long term maintenance cost. This approach has resulted in short-term solutions that prove expensive in the longer term due to durability and maintenance problems. Whole Life Costing is therefore used to assess the financial merits of a scheme over the long term.
- 7.1.2 Whole Life Costing is used to assess maintenance needs that have more than one solution, i.e. option appraisal, and to determine the most cost effective solutions.
- 7.1.3 For guidance on assessment of maintenance costs, please refer to the Highways Agency's departmental documents BD 36/92 and BA 28/92: Evaluation of Maintenance Costs in Comparing Alternative Designs for Highway Structures.
- 7.1.4 Further guidance on Whole Life Costing can be found from the published National good practice guide *'Well Managed Highway Infrastructure, October 2016'*.
- 7.1.5 In accordance with National Code of Practice (ACOP) on Well Managed Highway Infrastructure and Department for Transport (DfT) standards, design proposals for all new bridges within the NEV development can be justified by an adequate Whole Life Costing assessment.
- 7.1.6 Where a design does not have the lowest Whole Life Costing, the Council will require a commuted sum in accordance with national guidance (eg. Management of Highway Structures: A Code of Practice – Roads Liaison Group) to cover future maintenance and replacement costs.

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Tel: 01793 445500 Fax: 01793 463331 E-mail: [customerservices@swindon.gov.uk](mailto:customerservices@swindon.gov.uk)

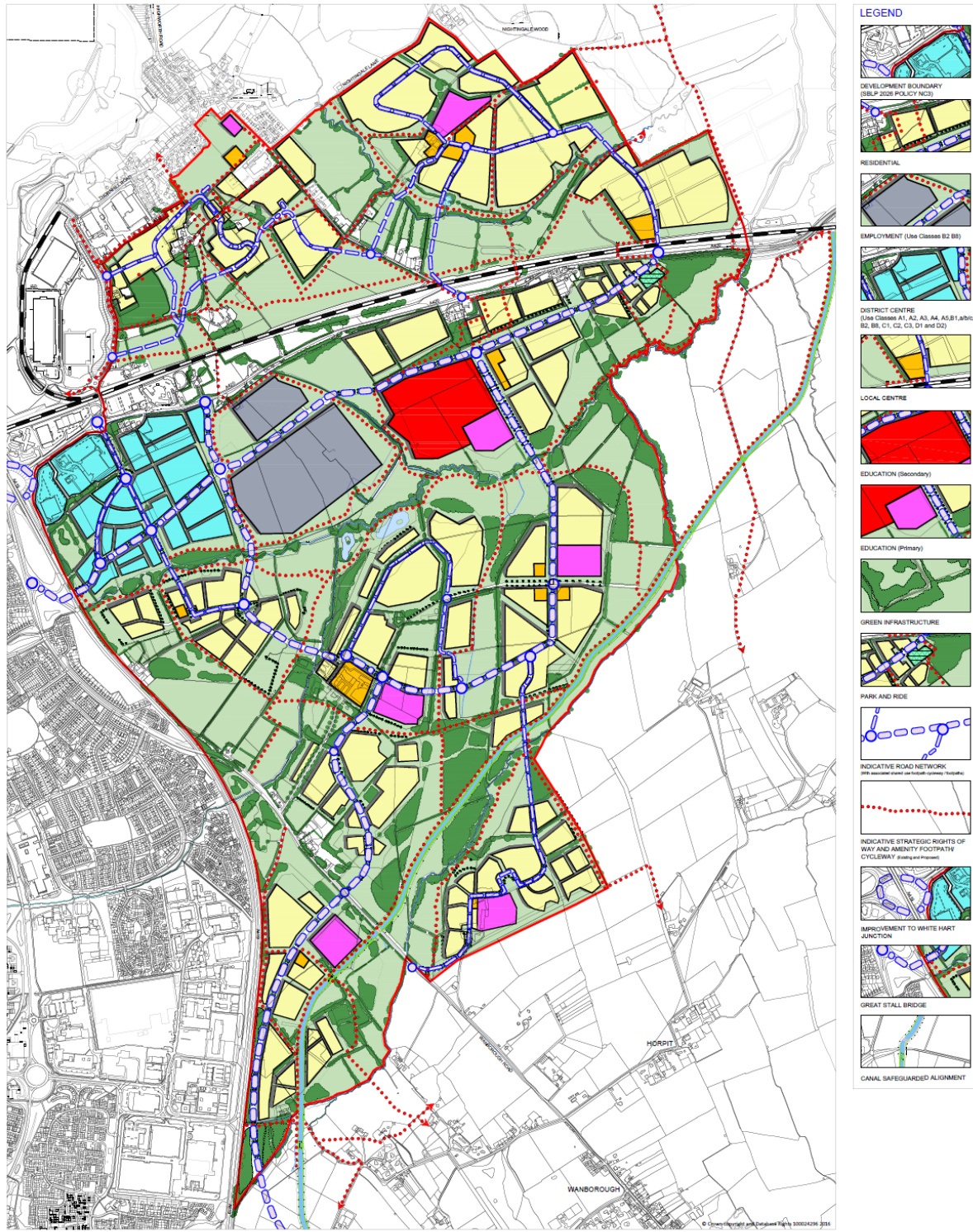
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## Appendix A - NEV Illustrative Masterplan

### Appendix A: NEW EASTERN VILLAGES

### The Masterplan



## Appendix B - Technical Approval and Adoption Process

### Introduction

This guide provides developers with an overview of the procedure for obtaining Technical Approval (TA) for new highway and new highway structures from the Council (as Highway Authority), highlights the essential design criteria for such structures with references to published national good practice guidance and standards, and provides supplementary design guidance. The aim is to clarify how existing processes and practices fit together with respect to TA of highway structures. It is not intended to be a technical design manual, or to replace the existing documents to which it refers.

The aim of the Council in its capacity as Highway Authority is to ensure that all highway structures are fit for purpose, meet the needs of users, are safe and serviceable, are constructed to appropriate standards and are durable with minimal future maintenance liability.

### Technical Approval Procedure

The TA procedure is based on the Highways England Departmental Standard, 'BD2/12 Technical Approval of Highway Structures' (Design Manual for Roads and Bridges Volume 1, Section 1, Part 1). The Council as Highway Authority undertakes the role of the Technical Approval Authority (TAA). The TA procedure is administered by the Transport Development Management team (TDM) with detailed technical support provided by the Bridges & Structures Manager in the Highway Infrastructure Asset Management Team (HIAM).

TA will generally be required for any structure supporting the highway with a span greater than 0.9m or retained height greater than 1.5m and for structures spanning over the highway or supporting land above it. Full details of structures requiring TA are given in BD2/12 along with the four Categories into which they are classified. These categories range from Category 0 for minor structures up to Category 3 for complex structures.

The Developer/Designer is advised to discuss their concept for the proposed structure with the SBC Bridges and Structures Manager at the earliest opportunity, ideally before producing the Approval in Principle document (see below). It should be noted that Planning and Technical Approval are separate development processes. Planning Approval does not take precedence over TA requirements and design standards. Where Planning and TA design requirements are in conflict, it may be necessary to reapply for Planning Permission such that the required TA design standards can be met.

The following three stages of the TA procedure give an overview of the process:

#### AIP Stage

The Designer of the structure shall seek Approval in Principle (AIP) for his design from the TAA, by the formal submission of the standard AIP document including General Arrangement drawings, ground investigation reports and any further information that may be requested by the TAA (e.g. EA consents, Utility company permissions, Whole Life Cost information, Designer's preliminary risk assessment and any proposals for Departure from Standards where applicable etc.). This stage of the process usually takes up to four weeks although can take longer depending on complexity of proposal and quality of submission.

Category 0 structures do not require an AIP, however, it is recommended that Designers discuss their outline proposals with the Bridges & Structures Manager and reach informal agreement on proposals. This will help expedite TA, avoid potential disputes and abortive design work. Category 1, 2 & 3 structures require an AIP.

All structures shall be designed in accordance with current Highways England Standards contained within the Design Manual for Roads and Bridges (DMRB) and shall be constructed in accordance with the Specification for Highway Works (SHW).

Note: Attention is drawn to Interim Advice Note IAN 124/11 – ‘Use of Eurocodes for the Design of Highway Structures’ which provides additional guidance; where there is confusion or conflict between DMRB and Eurocodes requirements the advice of the Bridges & Structures Manager shall be sought.

Eurocodes must be used for the design of new highway structures (including geotechnical works). Designs to the superseded BS 5400 bridge design code or building codes, either current or withdrawn, e.g. BS8110 will not be accepted.

The Designer and the TAA shall agree the classification of the proposed structure for checking purposes.

When all design criteria and parameters have been agreed, the TAA will accept in principle the design to proceed to detailed design stage by signing the AIP document. A signed copy of the AIP will be returned to the Designer.

#### Detailed Design/Check Stage

With the acceptance of the AIP, detailed design of the structure may proceed. The design and check shall be carried out in accordance with the requirements of the category to which the structure has been classified in the accepted AIP.

On completion of the detailed design and the design check, the Designer shall submit to the TAA the duly signed Design/Check or Design and Check Certificates (depending on the category of the structure), including a copy of the structural design calculations with a complete set of construction drawings, specification appendices, bar bending schedules and the Designer’s risk assessment.

On receipt, the TAA will review the adequacy of the design submitted and on acceptance sign the Certificates and return copies to the Designer. This will signify the approval of the Design/Check stage of the TA procedure. Please note that it will usually take a minimum of 4 weeks for this audit review by the TAA and depending on the complexity of the structure and the quality of the Designer’s submission, it may take longer than the 4 week period.

Model Templates for AIP and Certificates are contained within BD2/12.

#### Construction Stage

With the acceptance of the Design / Check Certificates, construction of the structure can now commence, subject to the submission for agreement of the site phase quality plan and evidence that the Developer/Designer/Contractor have adequate control and supervision is in place. On completion of the construction of the structure, the Developer /Designer/Construction Supervisor shall submit the Construction Compliance Certificate to the TAA. On acceptance, the Construction

Compliance Certificate will be signed by the TAA and returned to the Designer/Construction Supervisor. This will signify the completion of the full Technical Approval procedure.

The Developer/Designer should note the following requirements:

The TA procedure does not in any way modify the contractual and statutory responsibilities of any party for the works carried out

The agreement of the AIP or acceptance of the Certificates by the TAA does not relieve the Designer/Checker of their responsibility for the validity and arithmetical correctness of the calculations, nor their translation into design details and drawings, specification clauses or assessed capacities.

Detailed design of the structure should not commence until the Approval in Principle (AIP) is obtained.

No construction of the structure is to proceed until the Design / Check stage of the Technical Approval procedure is completed.

The TAA (SBC) is not directly responsible for supervision and will only audit the construction phase to satisfy itself that appropriate site supervision is in place. The Developer / Contractor are required to provide evidence of appropriate quality checking, e.g. records of inspection, compliance testing etc. during the construction phase. Critical information such as concrete mix design is to be submitted to the TAA during construction for agreement 7 days in advance of placing concrete.

Adequate processes must also be in place for off-site activities – e.g. steelwork fabricator QA plan and independent checking of off-site process as appropriate.

Design Certificate and Check Certificate – model certificates may need to be ‘modified’ (or additional separate certificates provided) to include for other significant contributors to the process, e.g. where a significant element of the construction takes place off-site, e.g. precast units or steelwork fabrication. In those cases, format of certificates shall be agreed with the TAA.

#### **Additional Requirements for Adoptable Structures**

When the structure is to be adopted by the Council the following will also apply:

Drawings required for the relevant legal Highway Agreements shall be prepared and submitted.

A full set of approved structural design calculations are to be submitted to the Bridges & Structures Section of the Highway Infrastructure Asset Management Team for record purposes.

Designer’s Risk Assessments shall be provided and should give commentary and assessment of risks associated with the fundamental basis of design, in service risks, maintenance activities and decommissioning. The Designer’s RA should be supported with other relevant Risk assessments such as RRRAP, PRRSLAR and Departures from Standard.

Prior to start of construction, two sets of Construction Issue drawings are to be forwarded to the Bridges & Structures Section.

The Bridges & Structures Section will arrange to visit site during various stages of construction and will require 48 hours (two clear working days) notice when an inspection is required. The inspection schedule listed below is indicative only and is not intended to be comprehensive as the inspection regime will be specific to the type of structure under construction:

- formation level prior to the placement of blinding concrete
- reinforcement steel in all elements, sections, components of the structure prior to pouring of concrete
- concrete immediately after striking of shutters
- application of the waterproofing system (where appropriate)
- drainage system prior to backfilling (where appropriate)
- application of any protective systems (where appropriate)

Copies of contractor approved fabrication drawings shall be submitted to the TAA (SBC) 14 days in advance of fabrication for prior agreement.

For large developments with multiple structures, a construction programme should be submitted to help assist with the planning of inspections and allocation of SBC TA resource.

On completion of construction, a hard copy and electronic format of As-built drawings are to be submitted to the Bridges & Structures Section. Drawings shall be in AutoCAD format.

To comply with the requirements of the CDM Regulations the Health and Safety File is to be passed to the Bridges & Structures Section. The format of such file should generally follow the requirements of BD62/07, As Built, Operational and Maintenance Records for Highway Structures (without HE Forms). All materials and components need to be traceable and accompanied with the appropriate test certificates. Each structure requires its own stand alone As-built records. The format and content of the As-built information should be agreed with the Bridges & structures Manager during the construction phase.

On completion of the TA procedure and on receipt of full approval, the structure will be adopted by the Council on expiry of the agreed maintenance period, subject to the necessary Part 2 Final Inspection, any necessary remedial works and payment of Commuted sums.

### **Consultation**

The Developer is strongly advised to seek advice from the Council's Bridges and Structures Manager at the beginning of the Approval in Principle stage. Early engagement will facilitate development of the AIP and avoid potentially abortive work by the developer. This is also helpful to ensure all appropriate information is obtained prior to selection of the appropriate engineering solution.

### **Specific Design Criteria**

#### **General Design Criteria**

Eurocodes must be used for the design of new highway structures (including geotechnical works) unless agreed otherwise at the Approval in Principle stage.

DMRB standards generally apply to motorways and trunk roads and it is therefore acknowledged that certain aspects of these standards may not always be practical or appropriate in the urban

environment. In these cases, the TAA will consider Departures from Standards providing that they are fully justified and agreed at the Approval in Principle stage. Further guidance and procedures can be found in the document 'Departures from Standards: Procedures for Local Highway Authorities' published by the UK Roads Liaison Group.

Durability is a key issue throughout the design, detailing and construction phases and the principles of whole life costing must be adopted. Examples of good detailing practice can be found in CIRIA Publication 'C543 - Bridge Detailing Guide'.

Developers should ensure that sufficient space is provided to allow future inspection and maintenance of the structure to be carried out safely. This might include provision of easement strips and/or other appropriate provisions to ensure the safety of maintenance personnel.

Details of SBC specific requirements for certain types of structure are given in the following sections. This information is provided for guidance purposes and is intended to supplement existing design standards.

### Bridges

The primary purpose of bridges is to provide a safe passage for vehicles and pedestrians. However, it is also important that bridges are designed aesthetically to compliment or enhance their surroundings. Recommendations for good design are given in Advice Note 'BA41 - Guidance on the design and appearance of bridges'.

Developers and Designers are advised to consult with Planning Team and the Bridges & Structures Manager to discuss the aesthetic aspects of their outline proposals.

Consideration must be given to the overall setting of the structure and immediate environment to ensure it is in harmony with its surroundings. For example, secluded areas below large structures can be uninviting and attract anti-social behaviour if not appropriately considered. Vegetation growth in shaded areas can be restricted and alternative treatments and finishes may be necessary to ensure long term acceptability of reinstatements and low maintenance.

Bearings and expansion joints in bridge decks create significant durability and maintenance issues. Bridges with overall lengths not exceeding 60m and skews not exceeding 30 degrees should be designed as integral bridges, with abutments connected directly to the deck without movement joints and bearings for expansion and contraction of the deck. Additional guidance is given in CIRIA Document 'C543 – Bridge Detailing Guide' and SCI Publication 340.

### Footbridges

Footbridges shall be designed in accordance with Design Standard 'BD29/04 - Design Criteria for Footbridges'. Aesthetic considerations are equally applicable to footbridges and the general points noted for Bridges above also apply.

Footbridges in the urban environment shall generally be constructed in reinforced concrete unless agreed otherwise with the Bridge and Structures Manager. The choice of material and structural form shall take into account future maintenance costs and whole life costing

In certain circumstances, steel or timber footbridges may be permitted in the urban environment subject to the agreement of an appropriate commuted sum to compensate for the increased maintenance costs.

The use of innovative materials is encouraged particularly where the benefits of reduced Whole life Costs can be substantiated. Proposals for the use of innovative materials will be favourable considered providing robust evidence in support of the benefits is provided.

Footbridges and their approaches shall be fully compliant in respect of the Disability Discrimination Act (DDA). Proposals for footbridges with only stepped access will not be accepted and DDA compliant ramps must also be provided.

Footbridges can be prone to various forms of damage, misuse and vandalism by users. Consideration should be given to likely vandalism at the location and the structure designed accordingly to minimise the likelihood of damage and associated repair costs.

Protection measures including security fixings, vandal resistant coatings etc. should be provided. Materials vulnerable to fire damage, graffiti and of high scrap value should be avoided at high risk locations.

#### Additional Requirements for Timber Footbridges

Timber elements of footbridges shall be designed and detailed to achieve a minimum design life of 30 years. Timber footbridges are less durable than other types of structure and commuted sums will be required to cover the increased maintenance and future replacement costs.

For the purpose of calculating Commuted Sums the replacement interval for timber superstructure elements, e.g. deck beams and parapets shall be 30 years. Timber decking will be assumed to need replacing at 15 year intervals due to the high wear and expected in service lifespan.

All timber including beams, decks and parapets shall be FSC Ekki hardwood from a sustainable source.

Foundations and substructures supporting timber footbridges shall be constructed in reinforced concrete to achieve a design life of 120 years.

Abutments shall be detailed to include ballast walls and bearing shelf drainage where appropriate to improve durability and prolong the life of the timber structure.

Timber footbridges in urban or residential areas shall have hardwood timber parapets with vertical infill bars at maximum 110mm spacing. Horizontal rails are not permitted.

Parapets with a minimum of three horizontal rails will usually be acceptable for timber footbridges on less formal footpaths, e.g. rural areas, subject to approval by the Bridge & Structures Manager. Developers are advised that most timber footbridge manufacturers detail three horizontal rails as standard, but timber footbridge offered to SBC for adoption shall have a minimum of four horizontal rails to reduce penetrability.

All vulnerable details including parapet infill and all accessible fixings shall be vandal resistant as far as is reasonably practicable.

Decking shall be continuous sheets of proprietary load bearing panels in preference to individual timber deck boards. Panels may be composite materials or laminated ply with an appropriate anti-slip surface.

Timber decking boards, where accepted, shall be hardwood timber with a non-slip coating to achieve a mean corrected pendulum test value of 45 units.



Footbridges carrying cycle routes shall have bonded resin/aggregate overlays to the whole deck surface. Footbridges which will only be used by pedestrians may have fully bonded or grooved timber decks with non-slip resin inserts.

In addition to the pedestrian live loading given in current design standards, timber footbridge decks shall also be designed for loading from maintenance vehicles as agreed with the Bridges & Structures Manager.

#### Pedestrian Subways

The minimum cross section of subways for use by pedestrians only and combined pedestrians and cyclists use shall be in accordance with Design Standard 'TD36/93 - Subways for Pedestrians and Pedal Cyclists - Layout and Dimensions' unless agreed otherwise with the planning authority.

Pedestrian subways shall generally be precast or insitu reinforced concrete box or portal frame structures. Other structural forms may be acceptable (e.g. masonry arches) subject to prior agreement with the Bridges & Structures Manager.

The finishes to internal walls and soffits of subways shall be selected to discourage graffiti and aid cleansing of surfaces. Plain concrete finishes are more likely to attract graffiti and should be avoided.

Subway headwalls and wing walls shall generally be reinforced concrete with brick facing unless agreed otherwise by the Bridges and Structures Manager.

Subway lighting shall be vandal resistant and shall not encroach into the minimum cross section described above. The design of the subway lighting shall be approved by the Street Lighting Asset Manager.

#### Culverts

Culverts may comprise rigid pipes, precast or insitu reinforced concrete boxes, corrugated steel or other appropriate structural forms.

The internal dimensions and hydraulic capacity shall be agreed with the Environment Agency and/or SBC's Drainage Engineer depending on the status of the watercourse carried prior to submission of the Approval in Principle.

Designers should give consideration to the future maintenance and inspection of culverts. Creation of confined spaces or the provision of soft beds within culverts shall be avoided as these can significantly increase the costs of inspection and maintenance during the life of the structure.

Culvert headwalls and wing walls shall generally be reinforced concrete with brick facing unless agreed otherwise by the Bridges and Structures Manager.

In some circumstances, brick headwalls may be acceptable for small structures. Headwalls and wing walls constructed in concrete bagwork will not usually be accepted.

Additional requirements for trash screens and/or wildlife corridors (e.g. mammal shelves) should usually be agreed with the Environment Agency and/or SBC Drainage Engineer. Details of these features should be included in the TA submission.

#### Flood Attenuation Cells

Flood attenuation cells (e.g. Aqua cell, storm cells, soak away crates) should be located outside of trafficked areas, areas subject to highway surcharge loading or at risk from accidental wheel loading.

Flood attenuation cells proposed to be located within the highway will require Technical Approval including calculations to demonstrate that they can carry full highway loading for the normal 120 year design life of highway structures.

#### Road Restraint Systems

Provision of Parapets and safety barriers shall be in accordance with DMRB requirements.

#### Vehicle Parapets

Vehicle parapets shall be provided on all adoptable structures which carry public roads including bridges, subways, culverts and retaining walls.

Vehicle parapets shall generally be constructed in aluminium or painted galvanised steel, as agreed with the Bridges & Structures Manager, secured to parapet edge beams using proprietary cast in anchorages with appropriate certification.

Vehicles parapets shall be designed to satisfy the containment level, impact severity level and working width appropriate to the speed of road.

Where post and rail type vehicular parapets are located adjacent to footpaths, they shall be fitted with anti-climb mesh in accordance with the manufacturer's standard details. Infill mesh shall be fabricated in stainless steel or galvanised steel and shall be vandal resistant and easy to replace.

Headwall and wing walls shall include a reinforced concrete parapet beam of sufficient width to accommodate the parapets and fixing system including appropriate edge distances.

Reinforced concrete parapets with brick facing may be permitted in certain circumstances, subject to prior approval by the Bridge and Structures Manager, where aesthetic considerations dictate. Requirements for fixings, bed reinforcement, pointing and finishes shall be in accordance with TD19/06.

#### Pedestrian Parapets

Pedestrian, cycleway and/or bridleway will generally be constructed in aluminium or painted steel secured to parapet edge beams using proprietary cast in anchorages or drill and fix bolts with appropriate certification.

Metal parapets are high value items which are prone to theft. Generally, the use of aluminium parapets shall be restricted to built-up areas where there is less risk of theft and painted galvanised steel parapets should be provided in more secluded or isolated areas. Bolted fixings to rails and baseplates shall have an appropriate number of secure anti-theft fixings.

Requirements for timber parapets are discussed in paragraph 6.1.5.4.

#### Safety Barriers

Safety barriers shall usually be provided on the approach and departure end of vehicle parapets to prevent errant vehicles from impacting with the end of the parapet.

Safety barriers shall be designed to satisfy the containment level, impact severity level and working width appropriate to the speed of road in accordance with current standards.

For any roads where the AADT will be greater than 5000 and the speed limit is higher than 50mph, the requirements for safety barriers shall be in accordance with DMRB TD19/06 (and any subsequent amendment of TD19 current at the date of implementing the proposals).

For all other roads the need for safety barriers should be considered in accordance with the guidance provided in the UK Roads Liaison Group publication 'Design & Maintenance Guidance for Local Authority Roads – Provision of Road Restraint Systems on Local Authority Roads' (PRRSLAR), dated October 2011 (and any subsequent amendment of this document).

Developers should note that use of PRRSLAR will be treated as a departure from standard and must be agreed at the Approval in Principle stage.

#### Retaining Walls Supporting the Highway

Retaining walls supporting the highway with a retained height of 1.5m or greater will be subject to full Technical Approval in accordance with the requirements of BD2/12 and this document.

Retaining walls shall generally be reinforced concrete with brick facing unless agreed otherwise by the Bridges and Structures Manager.

Developers should seek advice from the Bridges and Structures Manager in order to agree the reduced Technical Approval process for small retaining walls supporting the highway with a retained height of less than 1.5m.

Developers should note that retaining walls of any height may require parapets, pedestrian guardrails or fencing appropriate to the location where the retained height results in a safety hazard.

#### Retaining Walls Above the Highway

Walls above the highway will not usually be considered for adoption by the Highways Authority, but in accordance with Section 167 of the Highways Act 1980, the Highway Authority will require design details and calculations for approval for any length of retaining wall whose:-

cross section is wholly or partly within 3.66m of a street, and

which is at any point of greater height than 1.37m above the level of the ground at the boundary of the street nearest that point.

#### Rock Filled Gabion Baskets

The use of rock filled gabion baskets will not usually be permitted in areas adjacent to footpaths or with public access, due to the risk of vandalism and anti-social behaviour.

#### Crib Walls

The use of crib walling will not usually be permitted in areas adjacent to footpaths or with public access, due to the risk of vandalism and anti-social behaviour.

#### Reinforced Earth

The use of reinforced earth structures with or without hard facing may incur additional commuted sums due to their high maintenance cost and/or shorter design life.

### Basements and Cellars

Basements and cellars which form part of private buildings and which also support the public highway will not be adopted by the TAA, but will be subject to the Technical Approval process if they have a span of 0.9m or greater or a retained height of 1.5m or greater.

For the purposes of Technical Approval the basement or cellar shall be treated as a bridge, buried structure or retaining structure as appropriate to the type of construction.

### Lighting Columns, Cantilever Signal Masts, CCTV Masts and Road Traffic Sign Posts

The design of lighting columns, cantilever signal masts, CCTV masts and road traffic sign posts shall be designed in accordance with the requirements of Design Standard 'BD94/07 Design of Minor Structures'.

### Small Structures

Small structures which fall outside of the scope of BD2/12 will not usually require full Technical Approval by the Bridge and Structures Manager but may still require approval by the relevant Council Officer, e.g. small headwalls might not be classified as a highway structure but may still require approval by the Drainage Manager.

Examples of small structures falling outside of the scope of BD2/12 include small bridges, buried structures, pipes, culverts and any other structures supporting the highway with a clear span or internal diameter of less than 0.9m and earth retaining structures with an effective retained height of less than 1.5m.

Developers are advised to seek guidance from the Bridge and Structures Manager to agree an appropriate level of Technical Approval in order to demonstrate appropriate design and detailing for safety and durability of small structures.

### Utility and Service provisions

Adequate provision shall be provided for proposed and future utility services across structures. This may take the form of dedicated service bays and/or provision of service ducts in verges/footways. Provisions for services including spare ducts shall be agreed with the Bridges & structures Manager. The proposed placement and protection of services across structures shall have due consideration for future maintenance activities such as re-waterproofing.

### **Construction Materials**

Construction materials and testing requirements shall be in accordance with the Specification for Highway Works (SHW). Where the SHW requires testing of materials including concrete, waterproofing and backfill by the developer, the frequency and method of testing shall be agreed with the TAA. Failure to provide satisfactory test certificates may result in non-adoption of the structure or an increased commuted sum.

Choice of materials and the structural form for the bridge construction will depend on the intended function of the highway carried by the bridge, and on the long term maintenance requirements by the local Highway Authority. SBC requires that this is assessed using a whole life costing approach. Further guidance on whole life costing is provided in the following section.

The minimum criteria for typical construction materials are described in the following paragraphs.

Concrete exposure classes shall be in accordance with current standards and shall be agreed at the Approval in Principle stage.

Steel grades and finishes shall be in accordance with current standards and shall be agreed at the Approval in Principle stage.

All timber shall be FSC certified hardwood from a sustainable source.

Protective paint systems shall be in accordance with Series 1900 of the Specification for Highway Works and shall be designed for 'inland difficult access' with no maintenance for 12 years, minor maintenance after 12 years and major maintenance after 20 years. Paint colours and finishes shall be agreed with the Bridges & Structures Manager.

The use of other protective coating systems for steel such as Weathering steel, galvanising, stainless steel etc. will be evaluated with due consideration to Whole Life Cost aspects, aesthetics and maintenance considerations.

The choice of brick / masonry finishes, bond and mortar class shall be agreed with the TAA.

Reinforced concrete walls with brick facing shall be capped off with reinforced concrete copings/edge beams which are monolithic with the wall stem. The copings shall be detailed with sufficient width and depth to accommodate parapet fixing bolts and a suitable drip chase.

Requirements for anti-graffiti coatings shall be agreed with the Bridges and Structures Manager.

Bridge decks and buried concrete subway or culvert roof slabs shall receive a spray applied waterproofing membrane to extend a minimum of 300mm down the back face of abutments or sidewalls.

All other buried concrete surfaces shall receive two coats of bitumen emulsion.

Buried concrete structures shall be backfilled with Class 6N material in accordance with Series 600 and Table 6/1 of the Specification for Highway works.

Requirements for bridge deck surfacing shall be agreed with the Highway asset Manager.

### **Whole Life Costing**

The traditional method of option/scheme appraisal in the construction industry focused solely on the capital works cost and neglected the long term maintenance requirements and cost. As a result, a cost effective solution was considered inappropriately to be the one with a low construction cost. This approach resulted in many cases in the development of many short-term solutions that proved to be expensive in the longer term due to durability and maintenance problems. Whole Life Costing (WLC) is used to assess the financial merits of a scheme over the long term, thus preventing short term expenditure from skewing decisions.

WLC should be used to assess maintenance needs that have more than one solution, i.e. option appraisal, and to determine the most cost effective schemes.

For guidance on assessment of maintenance costs, please refer to Highways England's departmental documents 'BD 36/92 and BA 28/92: Evaluation of Maintenance Costs in Comparing Alternative Designs for Highway Structures'.

Further guidance on WLC can be found from the published national good practice guide '*Well Managed Highway Infrastructure, October 2016*'. The Council, in accordance with the national ACOP on management of highway structures and the Highways England standards requires that alternative design proposals for all new bridges within the Borough shall be justified by an adequate WLC assessment in accordance with the above guidance and standards. Where a design does not have the lowest WLC, SBC will require a commuted sum in accordance with the National Code of Practice to cover future maintenance, inspection and replacement costs.

### **Commuted Sums**

A Commuted Sum to cover the cost of inspection and maintenance over the 120 year design life of highway structures and the eventual cost of replacement will be payable by the Developer or each adoptable structure.

National Guidance on Commuted sums is as set out in:

- County Surveyors Society – Commuted Sums for Maintaining Infrastructure Assets – Guidance Document; and
- Adept National Bridges Group – Commuted Sums for the Relief of Maintained and Reconstruction of Bridges – Guidance Notes.



## Appendix C –Wilts & Berks Canal Trust Technical Note

## Appendix D – Flood Levels

The Revitalised Flood Hydrograph Model, ReFH2, has been used to calculate existing flow rates for the 1 in 100 year and 1 in 1000 year peak summer and winter storms for each of the six locations. It also shows the peak summer 1 in 100 year flow rates including a 70% allowance for climate change. The Revitalised Flood Hydrograph Model (ReFH2) has not yet been formally evaluated and accepted by the EA, however this has now replaced the previous REFH model which is no longer available to download. Therefore, the flows shown in the table must not be used to inform any detail design as they will need to be recalculated with the latest REFH2 model, once it has been formally accepted by the EA.

			Obtained from the EA			From ReFH2				Calculated 1 in 100 summer peak storm flow rate plus Climate Change (70%) m3/s
			Flood levels (AOD)			Summer peak storm Flow rates m3/s		Winter peak storm Flow rates m3/s		
Location	Easting	Northing	1%	1% + Climate Change	0.10%	1 in 100	1 in 1000	1 in 100	1 in 1000	
Bridge 1	419523	186103	91.367	91.424	91.57	18.18	30	12.33	19.82	30.906
Bridge 2	419762	185745	91.416	91.468	91.969	10.41	17.67	7.09	11.66	17.697
Bridge 3	420397	185616	91.56	91.562	91.749	N/A	N/A	N/A	N/A	
Bridge 4	420699	186445	89.387	89.442	89.728	28.59	47.67	19.42	31.48	48.603
Bridge 5	419210	186069	91.917	91.973	92.141	18.18	30	12.33	19.82	30.906
Bridge 6b	420641	185343	92.506	92.529	92.54	6.06	10.48	4.01	6.74	10.302

# **New Eastern Villages Island Bridge Vision**

## **Supplementary Planning Document**

### **Statement of Consultation**

**June 2017**

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## **1. Introduction**

- 1.1 This consultation statement has been prepared in accordance with Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The statement sets out who was consulted on the draft New Eastern Villages (NEV) Island Bridge Vision Supplementary Planning Document (SPD).

## **2. Purpose**

- 2.1 In accord with the Swindon Borough Local Plan 2026 (Local Plan) and in particular Policy NC3, the SPD seeks to assist with the delivery of a series of new inter-connected distinct villages through new road, pedestrian and cycle infrastructure. Additionally the SPD will help ensure that:
- the risk of flooding from the development is minimised, both within the development and at existing neighbouring communities in accordance with Policy EN6;
  - biodiversity, including the River Cole Corridor and River Cole Meadow County Wildlife Sites, is protected, integrated and enhanced; and
  - the route for the Wilts & Berks Canal as set out on the Policies Map will be safeguarded and protected from development.

## **3. When did consultation take place?**

- 3.1 Public consultation on the draft SPD took place between Monday 20<sup>th</sup> February 2017 and Monday 3<sup>rd</sup> April 2017. A total of 20 responses were received; generating 86 comments.

## **4. Who was consulted?**

- 4.1 In accord with the Town and Country Planning (Local Planning) (England) Regulations 2012, all statutory consultees and interested parties were notified of the public consultation.
- 4.2 A formal public notice was made available in the locally distributed newspaper, together with publication on the Swindon Borough Council website, and hard copies of documents were made available at all libraries and Parish / Town Councils within the Borough.

## **5. Summary of the Main Issues Raised**

- 5.1 The following paragraphs seek to summarise some of the main comments made. However, due to the high number of responses received, it is not appropriate to detail all of them within this Statement of Consultation. A table



of detailed comments made along with Officer responses is appended to this document.

### **Stakeholder Responses**

5.2 Comments were received from stakeholders including:

- Hannick Homes, Hallam Land and Taylor Wimpey (DLA)
- Barberry Ltd
- Wasdell Properties Ltd
- Environment Agency
- Historic England
- Covingham Parish Council
- Liddington Parish Council
- Stratton St Margaret Parish Council
- Wanborough Parish Council
- Wilts & Berks Canal Trust

### **Comments from Land Owners, Strategic Land Promoters and Developers**

5.3 In summary, the main points submitted by **David Lock Associates (on behalf of Hannick Homes, Hallam Land and Taylor Wimpey)** related to the following:

- It is clear that the draft SPD does not seek to prescribe an approach to the design nor implementation of structures to the north of the A420, within the land currently subject of a planning application by HHT. HHT support this approach.
- HHT wish to raise a number of issues and make a number of comments in relation to the document as currently drafted. In terms of the issues raised, HHT consider that:
  - the Draft SPD is not consistent with the planning context in which it sits;
  - the Draft DPD exceeds the scope that is appropriate in a Supplementary Planning Document by seeming to draft new policy appearing prescriptive in approach without considering

the reasonableness of the impact on the financial burdens on the development;

- the draft SPD does not clearly articulate its evidence base.
- Local Plan Policy NC3 does not refer to the creation of Island Bridges, either as part of the expanded policy, nor explanatory text. Part d) refers to the Canal, but simply implies a policy aspiration that its route, as set out the Policies Map, will be safeguarded and protected from development. There isn't reference to it performing a flood risk mitigation function to be embedded within the wider masterplanning of the NEV or it being essential infrastructure for the development.
- HHT consider that:
  - The document is drafting new policy – to prescribe particular solutions and approaches – that exceed the obligations or expectations of national or local planning policy;
  - The prescribed solutions and approaches add to the financial burdens of the development and that they do so unnecessarily as structures will meet the expected outcomes of policy in respect of design, flood risk, drainage, green infrastructure – without the level of prescription and costs assumed in the SPD;
  - The document does not readily allow for the outcome of the detailed refinement of the development islands a matter on which the Local Plan is clear should be afforded flexibility to be shaped through the development management process.
  - For these reasons, also it is unsound to adopt the guidance as set out.
- Testing a bridge structure against a 1 in 1000 year event is not supported in national policy nor guidance, and applies an onerous level of prescription that will increase construction costs which could threaten the viability of schemes. There is no evidence for such an approach.
- Much of the NEV is still subject to masterplanning as development proposals progress, and whilst the NEV Illustrative Masterplan is now adopted as part of the NEV Planning Obligations SPD, it is clear that the Masterplan itself will continue to evolve as proposals are brought forward and detailed site investigations are undertaken (paragraph 2.3.5). In particular there is no agreed policy or master plan basis - including in the NEV SPD - as to the details of the movement and route hierarchy - including the nature of each road link, the widths

appropriate in particular to the lower levels of the hierarchy and the need for shared cycle/footways as set out in the Draft SPD in relation to each level of the route hierarchy or in relation to the specific location and function of a route and crossing. The references in paras 5.2.2-5.2.4 to specific dimensions or specific highway cross sections should therefore not be included in the SPD. If necessary principles and design process should be described - as opposed to detailed and singular requirements. Furthermore, the specific dimensions, highway cross sections and design requirements proposed in the SPD, have significant construction costs which could threaten the viability of schemes. The Draft Island Bridge SPD is seeking to apply prescription to design parameters that are deliberately kept flexible. This approach is contrary to the approach taken in the Local Plan and national guidance.

- The SPD does not evidence these costs, in the document, nor its appendices, nor does it demonstrate the calculation undertaken in reaching these estimates. It is therefore not possible to deduce the acceptability or otherwise of these costs and their implications on development viability. Indeed, any requests for financial contributions in respect of the provision of this infrastructure cannot be examined against the CIL tests as is required under national guidance.

### ***The Council's Response***

- 5.4 The SPD seeks to provide guidance on the design of all bridges within the NEV, amendments have further clarified this within the document. The Planning Obligations SPD outlines the required infrastructure for all development islands and the current costs associated with bring this infrastructure forward. The delivery of bridge infrastructure and level of contributions from each application will be assessed on their merits.
- 5.5 This SPD provides additional details to the relevant policies of the Local Plan, particularly NC3 and the NEV Planning Obligations SPD. The provision of this infrastructure is considered essential to the delivery of the NEV and therefore represents a necessary and reasonable infrastructure request.
- 5.6 Policy NC3 seeks to ensure the "form of the development shall comprise a series of new inter-connected distinct villages...". Due to existing constraints such as flood risk, bridges are required at certain locations to form the links between these villages. Policy NC3 also requires the route for the canal to be safeguarded, it therefore must be given consideration through the delivery of other infrastructure. The SPD does not seek enforce the use of the canal as flood mitigation, but outlines the potential opportunities it could represent. The use of the canal as a flood mitigation measure should not be relied upon

during the consideration of other applications and will be assessed at the detailed design/application stage of the canal.

- 5.7 The Local Planning Authority (LPA) disagree that the SPD drafts new policy and consider it to provide additional detail on the policies within the Local Plan, particularly NC3. It sets out the framework for the connectivity between development islands and provides guidance on the likely technical and design requirements required to implement these links.
- 5.8 The SPD seeks to provide guidance on the technical specifications and design for bridges. NPPF para 16 states *"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people"*. The guidance is not considered excessively prescriptive, nor does it seek to add unreasonable financial burden on developers.
- 5.9 The 1 in 1000 year flows were used as the increase to the bridge size was minimal compared to the requirement for the 1 in 100 plus 20% climate change flows. However, the EA require the new climate change allowances to be applied to these bridges which is a 70% increase. These calculated flows are in line with the 1 in 1000 year flows and therefore remain an important part of the document as they will inform the future design of these structures.
- 5.10 The proposed cross-sections and route hierarchy within the SPD is based upon likely traffic generation and travel direction for carriageway widths, and likelihood of increased cycle and pedestrian activity as routes get closer to the secondary school and the district centre. These anticipated widths may evolve as detailed design progresses, however their basis lies in guidance from Design Manual for Roads and Bridges (DMRB), Manual for Streets (MfS), Manual for Streets 2 (MfS2) and Sustrans Design Manual, alongside local highway knowledge and consultation with Swindon's Bike User Group, and alterations are anticipated to be minimal. Furthermore, the necessity to include widths is predicated by the requirement to determine infrastructure cost, without which, meaningful S106 discussions could not be concluded.
- 5.11 The intention of the SPD is to outline the necessary bridge infrastructure and the likely programme required to deliver them. The construction of the bridges or financial contributions required to build them will be sought through S106 contributions. Whilst initial work has been done on the estimated costs, additional assessments are proposed to ensure the costs are accurate and reflect the required detailed design for the proposed bridge structures. Any updated costs would be reflected within the update to the NEV Infrastructure Delivery Plan (IDP), which forms part of the NEV Planning Obligations SPD.

In summary, comments made by **Harris Lamb (on behalf of Barberry Limited)** related to the following:

- The final costing of any individual element will need to be agreed between the Council and Applicant, and will have an impact upon the viability of a particular phase. This point should be referred to in the document.

### ***The Councils Response***

5.12 The SPD outlines the framework for the provision of links between development islands. Further work is underway to provide accurate cost estimates and any updated figures would be reflected in an update to the NEV Infrastructure Delivery Plan (IDP), which forms part of the NEV Planning Obligations SPD. The detailed costs for each item of infrastructure, contributing towards the comprehensive development of the NEV, will be established at the detailed design stage and will inform detailed S106 discussions with each developer.

5.13 In summary, comments made by **Turley (on behalf of Wasdell Properties Ltd)** related to the following:

- The draft SPD would benefit from a short statement confirming explicitly that it applies only to land included within the New Eastern Villages allocation.
- It is important that the SPD clearly articulates the need for flexibility for the canal route, even whilst the routes (as broadly illustrated) continue to be safeguarded. Ultimately, it is the delivery of the SCR and canal which is of importance, rather than their specific alignment.
- The draft SPD should be clear in stating that these requirements shall not be taken to apply to land outside of the New Eastern Villages allocation. Our client would not wish any future crossing at Pack Hill defined as a Village Vehicular Access Way, as this would prejudice the scope for achieving their proposed development.

### ***The Councils Response***

5.14 This SPD refers to the direct links with the relevant policies of the Local Plan and the NEV Planning Obligations SPD; it is therefore not considered necessary to add any further statements to this effect.

5.15 The indicative route on the Policies Map illustrates the broad alignment of the canal; however this may need to be altered due to unknown site specific constraints, which may come to light through the detailed design stage. Until this stage, sites should safeguard this indicative alignment as well as the

Southern Connector Road (SCR) route from development to ensure a comprehensive approach towards the delivery of the NEV.

- 5.16 Officers consider the Local Plan policies to provide sufficient detail for the canal and SCR alignments, and therefore do not consider it to be necessary to provide further clarity in this SPD. The SPD seeks to provide guidance on the technical requirements and design of bridges between development islands. The detailed design and specification of each item of infrastructure will be determined through the planning process.

### **Comments from Statutory Consultees**

- 5.17 In summary, comments made by the **Environment Agency** related to the following:
- The climate change allowances were revised, so the new allowances should be used within this assessment. Previously, the Environment Agency (EA) asked for abutments to lie outside of the 1 in 100 year plus climate change extent (20% at the time), however this lead to large, unviable structures. As the new structures may encroach into the 1 in 100 year plus climate change extent, we request that an assessment is made with the new allowances.
  - Following Thames Area Climate Change Guidance, essential infrastructure requires a detailed assessment (hydraulic modelling) for all development types, in flood zones 2, 3a and 3b. However, we note that this SPD is still quite high level and so we would initially suggest an interpolation exercise, as per the guidance, is performed to establish the new climate change allowance with detailed modelling performed at the planning application stage.
  - Following on from this, please note, as part of the planning process we would expect to see a more detailed assessment demonstrating the following:
    - Any loss of floodplain storage and compensation required within 1% AEP with an allowance for climate change
    - That any structure does not impede floodwaters
    - That there will be no increase in flood risk elsewhere.
  - Another concern that has been raised is the impact of the small section of two stage channel under the bridge. This may need more detailed assessment at the planning stage, potentially through hydraulic modelling. Although included within the guidance, this could only be

implemented providing it's been demonstrated that there's no increase in risk.

- Also, please note that the Revitalised Flood Hydrograph Model (ReFH2) has not yet been formally evaluated and accepted by the Environment Agency.
- Finally, we would suggest noting that Appendix C is included for reference and doesn't form part of the guidance document. We have not reviewed this document as a formal part of the guidance and so it hasn't been accepted by the Environment Agency.
- We welcome the commitment to Green Infrastructure in 5.1.1 where it is stated that 'All structures must ensure high quality green corridors links for wildlife are maintained', to assist this aim we would recommend:
  - The consideration of biodiversity at the bridge design phase to try and ensure that where possible foundations structures are set back from the river channel to maintain a natural channel bank below the bridge.
  - Minimising the shading effect of the structures.

### ***The Councils Response***

- 5.18 The advice in relation to the updated climate change allowances is noted, and an assessment has been undertaken using the new allowances, which is reflected in the amended SPD. Further to this it states that flood compensation will be provided at the detailed design stage.
- 5.19 In reference to the small section of two stage channel, this will only be relevant for the channel in the immediate area of the bridge and not the channel upstream or downstream. The detailed design of the infrastructure item will demonstrate that this will not increase the flood risk elsewhere. Additional clarity has been provided in the SPD to reflect this.
- 5.20 In terms of the inclusion of Appendix C within the report, Appendix C seeks to outline the objectives of the Wilts and Berks Canal Trust and provide technical advice on how they can be achieved. The detailed design of the canal alignment, structure and design will be determined at the detailed design/application stage. In addition to this, the Wilts & Berks Canal Trust technical note was included as a reference to justify dimensions of the required bridge infrastructure.
- 5.21 In terms of the biodiversity considerations, these environmental factors should be addressed at the detailed design stage. The indicative typical cross section



for the watercourse crossings shown in para 4.2.5 include for a minimum 5 metre wildlife corridor in consideration of biodiversity requirements. A reference to consider the impact of shading has also been added to the SPD.

5.22 In summary, the main points submitted by **Historic England** related to the following:

- It may be beneficial to clarify the name of the Scheduled Monument (archaeology).

#### ***The Councils Response***

5.23 The LPA agree that this amendment would provide further clarity to the SPD, and as a result the document has been updated to reflect this.

#### **Comments from Parish Councils and other 3<sup>rd</sup> Parties**

5.24 In summary, comments made by **Covingham Parish Council** related to the following:

- Covingham Flood Group would like to acknowledge and commends what Swindon Borough Council are aiming to achieve by producing such a detailed document. However, having looked at the heights given against each type of flood event and compared with historical data from Wanborough Road bridge, we believe the restricting of the flow at the bridges will increase the flood risk to properties in Covingham.

#### ***The Councils Response***

5.25 The concerns are noted, and an assessment will be undertaken considering the new allowances and as a result, bridge sizes will increase where required. Further guidance is being sought from the EA in relation to the REFH2 flows and further details on the modelling inputs have been requested to ensure they match. This can be discussed in more detail directly with Covingham Flood Group to ensure the bridge sizes have been appropriately considered.

5.26 In summary, comments made by **Liddington Parish Council** related to the following:

- The Wilts and Berks Canal Technical Note is added on at the end of this document almost as an afterthought as if it was of peripheral interest to NEV. Given the critical role it can play in flood protection and providing material for the 'island' village development, it should be considered as the foundation of NEV.

#### ***The Councils Response***

- 5.27 In reference to the Wilts and Berks Canal Technical Note, Atkins are providing an independent professional opinion as to whether the W&BCT proposals would provide effective flood mitigation for NEV. This report will outline the potential flood protection schemes which will be considered and delivered.
- 5.28 In summary, comments made by **Stratton St Margaret Parish Council** related to the following:
- It is a constant worry of all parishioners in the Parish that the NEV development will mean inevitable traffic congestion and its attendant potential for pollution.
  - The new bridge at the end of Covingham Way is/was going to be a “green” bridge for cyclists and then for service vehicles only. The Parish Council requires more clarification on its intended use. The continued erosion of first idea to second idea will lead to the new bridge being all traffic needs to be clarified. However any measures to mitigate the potential congestion in this area would be fully supported by the Parish Council.

### ***The Councils Response***

- 5.29 A programme of highway improvements has been identified to address highway capacity in advance of development. Greenbridge Roundabout improvement scheme was the first of these and is complete. The Council is working with its consultant Atkins to deliver the other required schemes (The A420 Gable Cross, A420/A419 White Hart Junction, Great Stall Bridge and Southern Connector Road) to ensure the impact of development is satisfactorily mitigated.
- 5.30 The Island Bridge Vision SPD provides guidance on the links between development villages within NEV. The Great Stall Bridge (Green Bridge) is therefore outside of the scope of this SPD document and will be assessed further at the detailed design stage. A separate public consultation programme will provide an opportunity to comment in detail on the Great Stall Bridge.
- 5.31 In summary, comments made by **Wanborough Parish Council** related to the following:
- There is no bridge shown over the canal, clearly there will need to be a bridge over the canal and an allowance needs to be made for this.
  - There is no bridge shown for the SCR over Wanborough Road, therefore how will the SCR cross over Wanborough Road? Will this mean there will be a junction and if so how will this impact on

Wanborough Road (a key non-coalescence corridor as stated with the GI)

- For a footpath and cycleway the width required as stated within the document should be 3.5m. Parish Council would like to see a consistent approach to all footpath and cycleways including those proposed along Wanborough Road.
- Parish Council raise concern on the funding and delivery of these bridges, it is important that all bridges are fully funded by the developer. Phasing of the developments is important to ensure the bridge between any two development islands is funded by the developer so that S106 money is received at the correct time.

### ***The Councils Response***

- 5.32 The Local Plan states that the route for the Wilts and Berks Canal must be safeguarded from development. Any necessary infrastructure required to facilitate the canal crossing existing infrastructure such as Wanborough Road would be delivered by W&BCT Canal application rather than as part of the NEV infrastructure.
- 5.33 The junction between the SCR and Wanborough Road is likely to be an at-grade junction with restricted movements. The geometry will be such that turning movements between SCR and Wanborough Road will be discouraged.
- 5.34 In reference to the widths of cycle paths, new cycle/footway infrastructure will be designed to achieve desirable width of 3.5m wherever practicably possible. It should be noted however, that this will not necessarily extend to upgrading existing facilities within neighbouring villages such as Wanborough.
- 5.35 The intention of the SPD is to outline the necessary bridge infrastructure and costs required to deliver them, with the contributions required to deliver the bridges sought through S106 contributions. The timing for the bridges being delivered or the payment of the contribution towards the bridges will be agreed as part of the S106.
- 5.36 In summary, comments made by **Wilts & Berks Canal Trust** related to the following:
- The Bridge Vision proposes that the WBCT is responsible for the construction of one towpath culvert and two cycleway bridges. The canal through the NEV is proposed as a flood prevention and drainage measure integral to the developments in which case the associated structures should also be funded by the developers.

- Figure 1 also shows two road bridges passing over the canal (Ref 6a) and over the Liden Brook (Ref 6b) linking the proposed Lower Lotmead and Redlands developments. These bridges are to be constructed as part of the infrastructure development. It is intended that bridge Ref 6a is an in-situ box with a proposed clear span of approximately 7m, so as to allow for the future construction of the canal, whereas bridge Ref 6b is to have a clear span of 12m over the Liden Brook.
- The proposed road crosses the canal and Liden Brook at a skew of about 45° and therefore the clear span would need to reflect this. Furthermore WBCT have identified two other cross-drainage culverts, which are required to take the Liden Brook under the canal.
- It is noted that the alignment of the canal through the Lotmead development area follows the preferred WBCT alignment, however it is believed that the developer for the Lotmead developments has proposed a different alignment. The proposed cycleway bridges (Ref 16 and 17) could be constructed by the developers across the greenway corridor.
- Omitted from the list of bridges is the canal culvert under Wanborough Road (shown as Ref 20 on Figure 1) where the canal water level will be about 3.3 m below existing road level.

### ***The Council's Response***

- 5.37 The proposed canal would need to consider existing infrastructure as part of the detailed design. Any application for the canal would need to ensure the infrastructure would be retained or appropriate alternative mitigation is provided. In reference to the Wilts and Berks Canal Technical Note, Atkins are providing an independent professional opinion as to whether the W&BCT proposals would provide effective flood mitigation for NEV. This report will outline the potential flood protection schemes which will be considered and delivered.
- 5.38 The proposed 7 metre span in-situ box culvert for the canal is consistent with similar structures provided in Wichelstowe.
- 5.39 The road layout in the masterplan is indicative and the Council would look to optimise road alignments at bridge crossings to minimise skew angles and associated structure costs. Where road/canal high skew angles are unavoidable we would look to build the structure at 0° skew to minimise the span. The road would still cross at an angle and would result in a slightly wider although ultimately more economic structure.

- 5.40 Infrastructure required to allow the canal to cross Liden Brook would be delivered by a W&BCT Canal application rather than the NEV.
- 5.41 This SPD seeks to provide further detail and guidance over the quantum, design and location of the bridges which are identified as highway links between development islands within the Planning Obligations SPD. This suggestion is therefore considered to be outside of the remit of the SPD.
- 5.42 The proposed canal would need to consider existing infrastructure as part of the detailed design. Any application for the canal would need to ensure the infrastructure would be retained or appropriate alternative mitigation is provided. The detailed design would be assessed at the application stage.
- 5.43 Wanborough Road precedes the canal. Infrastructure required to allow the canal to cross Wanborough Road would be delivered by a W&BCT Canal application rather than the NEV.

## **6. Post consultation changes made to the NEV Island Bridge Vision SPD**

- 6.1 As a result of the consultation exercise, a number of amendments were made to the draft FTP including:
- Amend paragraph 3.4.2 to be specific about the Scheduled Monument referred to.
  - Amend SPD to state that the guidance, particularly design would apply to all bridge infrastructure within the NEV.
  - Additional references to the PPG have been included, particularly in relation achieving a high standard of design.
  - Section 4 updated to incorporate the latest EA requirements including latest climate change allowances and further clarification has been provide to demonstrate how these will be addressed.
  - In line with the comments from the Environment Agency (EA), the 1 in 100 year flows plus 70% climate change allowance have been included in the document. Whilst this has not changed the widths of the structures, the soffit levels have been updated to represent the 1 in 1000 year levels to ensure they are a close representation to the 1 in 100 year levels plus 70% allowance for climate change. The cross section has also been updated to provide a general profile and requirements for all bridges.
  - The amendments to the flood levels has resulted in alterations to the heights of the bridge structures, and therefore further work is underway to provide accurate cost estimates. Any updated costs will be reflected

in an update to the NEV Infrastructure Delivery Plan (IDP), which forms part of the NEV Planning Obligations SPD.

## **Appendix A – Summary of Comments and Officer Responses**

This document is available on the internet at [www.swindon.gov.uk](http://www.swindon.gov.uk).

It can be produced in a range of languages and formats (such as large print, Braille or other accessible formats) by contacting the Customer Services Department.

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